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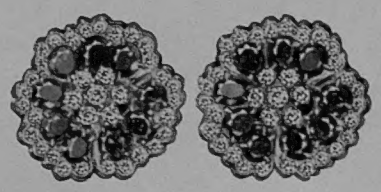

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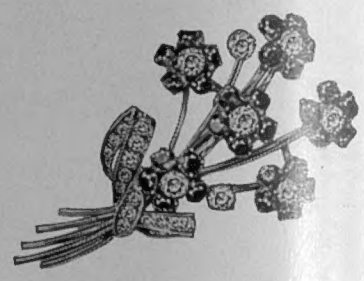

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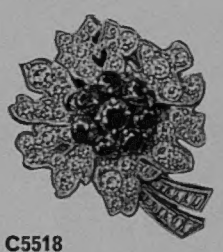

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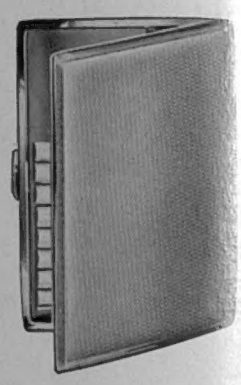

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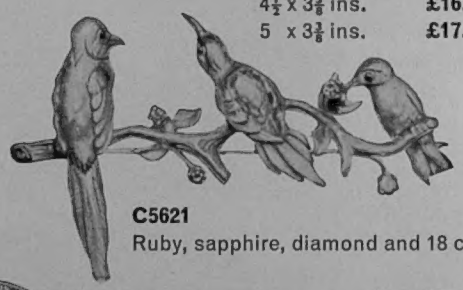

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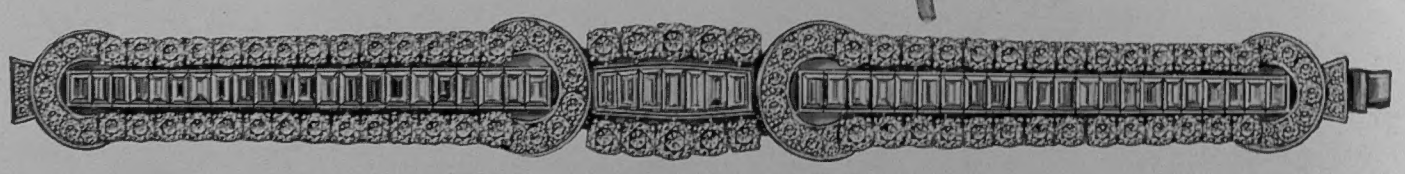

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Volume CCLV No. 3312 LONDON, November 23, 1963

THE SPHERE

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President Kennedy, at the White House, accepts from the British Ambassador, Sir David Ormsby-Gore, the first record album in a series of Sir Winston Churchill's speeches. A symbol of the fundamental ties between Britain and the US, Sir Winston Churchill will celebrate his 89th birthday on November 30th

GIFT FOR THE PRESIDENT

NEWS SUMMARY

First week of the Parliamentary session at Westminster; Soviet concession to President Kennedy

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INTERNATIONAL

The conference of the United Nations Food and Agriculture Organisation, which meets every two years, opened in Rome last Saturday and was expected to last about three weeks. Delegates from 104 countries are attending. Racial issues are being raised by a Ghanaian proposal for an amendment to the FAO constitution which would allow the exclusion of a member by a two-thirds majority vote of the conference. This is regarded as an Afro-Asian move against South Africa and Portugal.

GREAT BRITAIN

Parliament reassembled last week. The Queen's Speech was so full of new Bills it seemed like an election manifesto and the debate on the Address became immediately a storm of controversy. Sir Alec Douglas-Home made his first speech in the Commons as Prime Minister: his most notable point was his challenge to the Labour Party on Britain's independent deterrent. The Opposition introduced two censure amendments at the beginning of this week.

Bills published last week were Housing—stronger powers for local authorities to deal with bad landlords and the establishment of a Housing Corporation to help people to rent houses other than council property: Industrial training—a Government grant of £50 million to be used to set up training boards: Police—wider powers for the Home Secretary in a revision of police organisation. And perhaps most important, the Government published two regional reports, on Central Scotland and North-East England. Both contained the key feature of increased public expenditure to modernise such things as roads and houses, with new towns being enlarged and a New Town planned at Washington, Co. Durham.

Political tipsters looked to the by-election at Dundee West this Thursday to see if the Government measures were having any effect on recent voting patterns. But the Labour Party, hoping to increase its narrow majority of 714, was concentrating on local industry, particularly the shrinking jute industry.

Reports in the National Press over last weekend indicated that a crisis was brewing in defence expenditure. Already aired is the controversy over the cost of the TSR2 tactical and strategic nuclear strike bomber. Funds are also needed for the Hawker P1154 vertical take-off fighter, proposed for the RAF and Navy, the AW681 short take-off jet transport, and a new aircraft carrier. It was reported that differences between the RAF and the Navy over their requirements were holding up the P1154 and that the Navy wanted to buy American Phantom 11s instead.

Representatives of the country's 250,000 nurses and midwives last week rejected an offer of £1 a week extra for night duty and Sunday work, excluding students. The staff side wanted night duty rates to be increased to a time and a quarter for nurses including students. The offers on both sides are compromises: the profession feels that a general salary increase should be granted, particularly in view of the shortage of staff.

Professor Frederick Barghoorn arrives at London Airport on his way back to New York from Russia

UNITED STATES

Professor Frederick Barghoorn, the Yale University expert on Soviet affairs, who had been detained for over a fortnight in a Russian prison on espionage charges, was unexpectedly freed last weekend. He flew back to the US via London, but declined to give details of his arrest. President Kennedy categorically denied that Professor Barghoorn was engaged on an intelligence mission. His expression of personal concern over the arrest was stated by Mr Gromyko to be the reason why the Professor was expelled from the Soviet Union and not tried. In Washington it was expected that talks with the Russians on a new cultural exchange agreement would be resumed.

The reasons for the Russian actions caused puzzlement in the West, particularly as Soviet newspapers continued throughout to stress the need for peaceful co-existence.

MIDDLE EAST

It was reported on Monday that a curfew had been reimposed in Iraq as the President, Abdul Salem Arif, seized power with the support of the army. The President named himself Head of the Revolutionary Council and of the armed forces with extraordinary powers for one year. He ordered the dissolution of the National Guard that had been built up by Mr Ali Saadi, the ex-Deputy Prime Minister expelled last Wednesday with other Baathist, anti-Nasserist politicians after an attempted coup.

In Syria, the President, Major General Amin Hafez, assumed the office of Prime Minister as well in succession to Salah El-Bitar, who resigned. He then flew with the Baath Party Secretary, Mr Michel Aflak, to Bagdad to work for the return of the exiled Saadi faction and to heal the breach in the Baath Party there. It was Syrian intervention in Iraq that led to the expulsion to Beirut of seven of Saadi's main opponents, including the Foreign Minister, Talib Shabib, on Thursday. Until President Arif's coup, the Iraqi public was understandably confused as to who was the real authority behind the communiqués of the Bagdad radio.

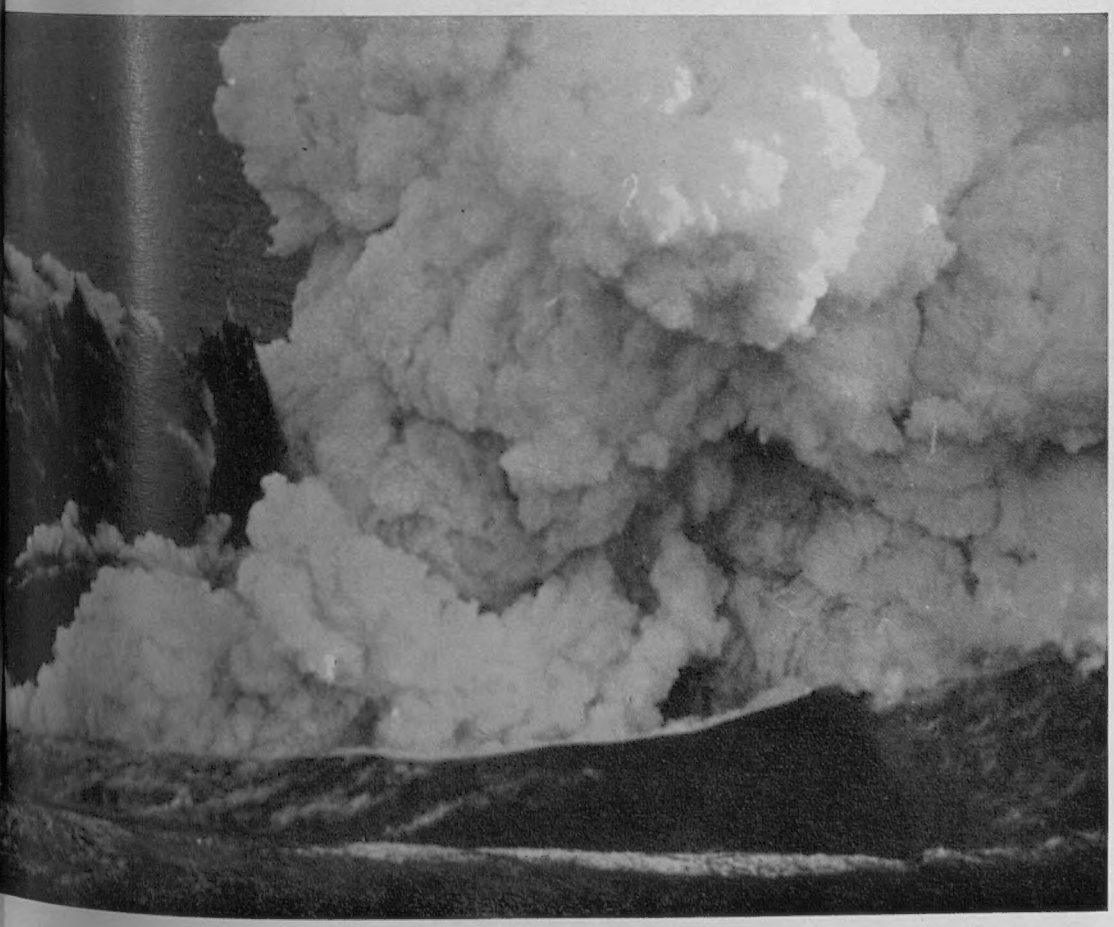
LATIN AMERICA

At the conference in Sao Paulo, Brazil, of the Alliance for Progress last week it was agreed to establish a permanent executive committee to supervise its programme. All delegates stressed the need for an increase in Latin American exports. As the meeting was ending came the news of the annulment of oil contracts with foreign companies in Argentina by the new government there.

THE NEWS IN PICTURES

New chapel for the Guards
An impressive view of the new Guards' Chapel rebuilt at a cost of over £170,000 at Wellington Barracks in London. It will be opened next week

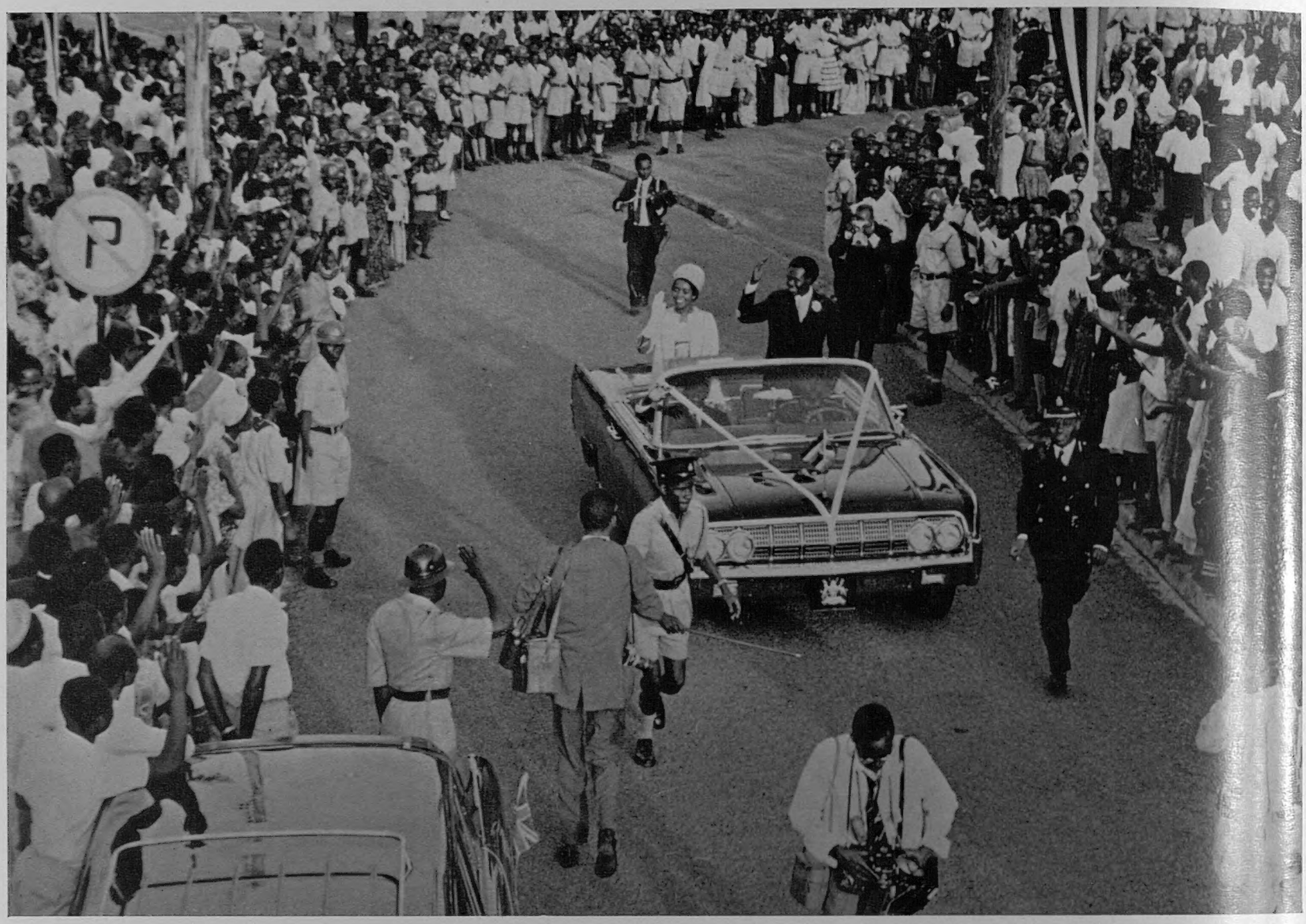
Remembrance at the Cenotaph
General Sir Richard Hull, the Chief of the Imperial General Staff, takes the salute at the annual Jewish Remembrance service at the Cenotaph in London. Over 4,000 ex-Servicemen attended



New island off Iceland's coast
Thick smoke billows from a volcanic island which emerged from the sea near the Vestmann Islands off the south coast of Iceland last week. By last week end the island was about 650 ft. long

Swedes win the RAC rally
Tom Trana (right) and his co-driver Sven Lindstrom at a checkpoint in their Volvo en route to Bournemouth to win the RAC's Rally of Great Britain. The Swedish pair led from the start

THE NEWS IN PICTURES



Wedding of a Premier

Mr Milton Obote, the Prime Minister of Uganda, and his wife drive away for their honeymoon after their wedding in Kampala. The marriage took place in Namirembe Cathedral and 20,000 guests were present at the reception in Lugogo sports stadium. Mrs Obote, formerly Miss Miria Kalule, was once a secretary with the Uganda mission to the United Nations in New York

Visitor from Luxembourg

M Pierre Werner, Prime Minister of Luxembourg, shakes hands with Mr Maudling, the Chancellor of the Exchequer, at 11, Downing Street. The Prime Minister arrived on an official visit to Britain last week to discuss with members of the Government matters of mutual interest in Europe between the two countries

A new tunnel under the Thames

Inside the southern entrance of the 4-mile long road tunnel under the Thames linking Purfleet in Essex with Dartford in Kent. The honeycomb ceiling eases the transition from artificial light to daylight. The tunnel, for which tolls are charged, was opened last week, 33 years after it was authorised by Parliament

THE NEWS IN PICTURES

Rocket testing in Australia

The Blue Streak launching tower at Woomera rocket range in South Australia, with a Blue Streak rocket being prepared. Earlier during this month the first big Press visit to Woomera was organised. Static tests are going on at the range in preparation for the satellite project of the European Launcher Development Organisation. Firings for this are scheduled for early next year

The King of Norway in London

King Olav of Norway (centre) enjoys a joke after presenting the portrait of himself (in background) to the Norwegian Ambassador in London, Mr Arne Scaug (right). With them are the Ambassador's wife and Mr Villie Aarseth, the painter of the portrait, which was to hang in the residence of the Ambassador

Language lesson for King Gustav

On his 81st birthday, King Gustav Adolf of Sweden pays an informal visit to the Languages Centre of the Institute of Directors in London. Wearing earphones, he listens to a recorded language lesson in a cubicle at the Centre. King Gustav was in London with the Queen of Sweden for his annual holiday there

Key figure in Saigon

General Van Tran Don, the Defence Minister of South Vietnam, is applauded and garlanded by students in the streets of the capital. The General was one of the three military leaders who organised the overthrow of the Diem regime. He is now reported to be directing a new drive against the Communist Vietcong

PEOPLE IN BRITAIN

Above: Lord and Lady Avon arrive at Westminster Abbey for the memorial service for Lord Evans, who was the Queen's Physician
Top: Mr Harold Wilson admires a model of a turkey made by a six-year-old child from Buckinghamshire in an educational exhibition in London
Right: Time off for the Prime Minister. Sir Alec Douglas-Home goes out shooting on the estate of a friend in Hertfordshire

Left: Mr Edward Heath, President of the Board of Trade, greets Mr Shozo, leader of a Japanese trade mission visiting London

Above left: In Portsmouth, General Lyman L. Lemnitzer, Supreme Allied Commander Europe, talks with Admiral Sir Wilfrid Woods, Allied C-in-C, Channel, and Air Marshal Sir Anthony Selway, who is Commander of the Allied Maritime Air Force, Channel

Above: Captain Bartosik (left), of the new destroyer HMS *London*, with Admiral Cazalet, who commanded a former *London*, and Sir Dennis Truscott at Wallsend

Top: Lieut.-Gen. Sir John Cowley, Colonel Commandant of the Royal Pioneer Corps, is at the controls of a British Railways diesel which he had just named *Royal Pioneer Corps* at a ceremony at St. Pancras Station in London

PROBLEMS OF EAST-WEST TRADE

294 Mr George Ball, the United States Under-Secretary of State, last week carried out exploratory visits to sound out the main Nato allies about the question of trade with the Soviet bloc. This week he was due to put forward the American view at the OECD meeting in Paris. This looks like a routine operation, but at the moment East-West trade has a special importance for the Nato alliance, and could cause friction among the partners.

On the face of it, trade between the Communist world and the Western countries does not look formidable. The trade of the Soviet bloc is organised in a tight, more or less self-sufficient system, the CMEA, generally called Comecon, which might be called a Common Super-market. It controls both the internal and external economic life of its members and the push-buttons are all in Moscow. More than 90 per cent. of the trade of this inward-looking bloc is internal and for the Western countries trade with the bloc is bound to be marginal. For Britain, for example, it represents about 2½ per cent. of our total import-export trade.

Nevertheless, as the Prime Minister recently said, even 1 per cent. can be important, and the British Government has kept up trade with the Soviet Union under the agreement signed in 1959. But this has not worked particularly well, and it has already been the cause of some friction with our friends. Dr Adenauer, with some American support, chided us for being well represented at the 1962 Leipzig Fair in East Germany. What was not generally known was that West Germany's share in trade with the Soviet Union was then just overtaking ours, and is now considerably higher, especially on the export side. British exports to the Soviet Union are now well below those of Finland, West Germany, Japan and France.

If we exclude the satellite countries, whose trade with Russia is not really foreign trade, because of Comecon and Soviet hegemony, Britain is the biggest export market of the Soviet Union, as it is of many other countries in the world. It is also the most important. All Soviet trade is bilateral—regulated by exclusive agreements with one other trade-partner. Our own trade with Russia ought to be roughly balanced; the goods supplied to us by Russia ought to be about the same value as the goods we supply her. But they are not, and there is a reason for this.

The Soviet Union is anxious to build up a foreign currency reserve in sterling, because this is the safest and most widely-used international currency. Soviet exports from Britain have therefore been manipulated so as to yield a balance of sterling for Russia, which can be used for purchases elsewhere of goods—mainly machinery and equipment—which cannot be produced in the Soviet bloc. So, the last trade figures issued in Moscow just over a month ago showed that we now import more goods from Russia than we export there—to the tune of 90 million roubles, whereas West Germany exports to Russia over 60 million roubles' worth of goods more than she imports. France has a credit balance of the same order.

Mr George Ball, United States Under-Secretary of State, with Mr Butler in the Foreign Office in London

These sums are marginal in our overall trade pattern, but a new factor has come in. Owing to the failure of Communist agriculture (partly through meteorological hazards, partly through bad planning) Russia and other Soviet bloc countries have had to buy grain from Australia, Canada and America. One of the greatest ironies in this rapid selling of gold to buy wheat from the New World is that the Anglo-Soviet trade agreement has provided for a substantial quantity of grain (which we never really wanted) to make up the quota of Soviet exports to Britain. Now the Soviet Union is buying wheat the hard way,

The détente following the Moscow test ban agreement and the wheat purchases have reawakened ideas in the United States of expanding trade with the Soviet bloc. Unlike ourselves and the Common Market (which has even agreed a tariff concession on vodka and caviar) the United States has done little trade with the Soviet bloc. This has been partly because of political suspicions, and partly because American legislation imposes handicaps. The Johnson Act of 1934 restricts credits to countries which are in default on obligations to the United States—and there is a little matter of $11,000 million outstanding from wartime deliveries to Russia; the United States would accept a token payment of $800 million or so, but the token is not forthcoming.

There is also the Mutual Defence Assistance Control Act of 1951, which prohibits the sale of strategic goods to Communist countries, and is interpreted more strictly by the Americans than the other Nato allies, and the Export Control Act of 1949 which requires most exports to the Soviet Union to be licensed. All these Acts are deterrents to trade between America and Russia.

The Soviet appeal for wheat has made a dent in this line of thinking. The agricultural surplus is an inveterate problem in America (as intransigent as President de Gaulle's peasants) and the transitory but annoying pressure on the dollar made irresistible the offer of about $200 million worth of gold in exchange for a substantial inroad into the embarrassing grain surplus.

There were complaints that no deal should be made which might benefit the Communists. Dr Adenauer complained, but since West Germany was already sitting on a substantial credit balance of trade with the Soviet Union, he was not likely to be taken too seriously. In the USA there is a serious conflict of opinion, and the danger is that the extremes could meet and throw up a policy which will take it out on America's friends, especially ourselves. The fuss about shipping restrictions was the first sign of this, but more important is the structure of our trade with Russia.

This structure has already been distorted by the Soviet lust for sterling (which is in one sense a compliment to us and a vote of no-confidence in the rouble). The Government wants to restore this structure, and if we accepted credit restrictions on the lines of the American practice, the effect would probably be further distortions. There are other difficulties; one of the most useful commodities Russia can offer in abundance is oil, but we are chary of cutting down on oil imports from the Middle East in case this should lead to further disruption in this unsettled area.

Most responsible people in this country will support an expansion of trade with the Soviet bloc, partly for profit, partly because in the British way of life trade is a cardinal point, partly because exchange of goods means exchange of people and ideas, and most of us think the world is a safer place when goods, ideas and people are freely exchanged. Trouble can, however, arise if the rather marginal economic benefits of Iron Curtain trade lead to squabbles among the free nations. The American thinking and legislation in this field has not been entirely clear. If there was any serious attempt to impose American restrictions on the other Nato countries, Mr George Ball, who is a man of insight, will have seen the inherent dangers.

George Gretton

MEETING AFRICAN VISITORS

Above: The Duke of Edinburgh has a cheerful chat as he inspects various kinds of wood displayed on the Nigerian stand at the International Building Exhibition at Olympia, London. The exhibition opened last week

Left: The Queen Mother shakes hands with Major Minyampi of East Africa as she talks to overseas officers during her visit to open the new Salvation Army International Headquarters in London

A LONDON NEWSLETTER

13-15 John Adam Street, London, W.C2

296 **Kinross and Luton**

I still believe that at general elections, the average voter is more inclined seriously to examine the rival parties' policies and programmes of reform and not to concentrate solely on his candidate's personality and his own parish-pump needs, although the two latter concerns may still play a part in general election results. If it be so, the results of the Luton and Kinross by-elections can afford dubious comfort to the Tories. Home's personal charm held Kinross easily enough for the Tories; Luton was regarded as a *Tekel Upharsin* for their cause. At the general election of 1945, the personality of the leader who had won the war was powerless to check the country's desire for a change of party. That reaction was stronger than the claims of plain gratitude, stronger than favour for this or that policy and rival programme. It was a majority determination to have a change at all costs. That majority determination once more appears to be firmly entrenched. Twelve years of power is a long innings, even when runs are scored attractively and quickly. The fans want to see the other side bat. Government spokesmen, while admitting the heavy blow at Luton, argue that the obvious reaction against the Tories cannot be stemmed or reversed in a few weeks. All depends on whether it can be reversed in a few months. The Tories admit they have much to learn in a very brief schooltime. How long the other side will bat after the election of 1964, if bat they do, is anybody's bet, but I fear the Tories must expect to bowl and field until some of their best players are grown pretty long in the tooth; their younger professionals will have some need of patience. Whether the change of innings, if it occurs, will make brighter cricket who knows? It will probably be livelier for a time.

Abandon hope

In March each year high hopes are raised in many quarters that the coming budget will bring taxation reliefs of some kind or other. In March, 1964 the optimists can save their breath and their ink. We have only to conjecture the increase in Government spending, implicit in the Government's broad acceptance of the Robbins report, the road building programme, not to mention pensions, defence, housing and the rest, to accept, with what serenity we may, that any scintilla of relief from present taxation is ruled out during the '60's. Sir Alec, realistically enough, in a speech in Kinross, scorned so specious an election bait, and he has done it in the only sensible and honest way open to him. He pointed out that in their 12 years in office the Tories had reduced taxation from 32 per cent. under Labour to 26 per cent. today, and his words do not encourage us to expect that by 1970 the percentage will fall lower than 26 per cent. But they do invite us to guess how high that taxation percentage would rise above 32 per cent. if Labour rules in 1964 and Mr Wilson has managed to cash 50 per cent. of his election promises before 1970. And that is the realistic way for sensitive and sensible men to approach the polling booths in 1964.

These children are at the Rachel Keeling Nursery School, Bethnal Green, one of the newest of LCC schools. Various issues in education are nowadays much in the news—last week was National Education Week

Remembrance Sunday

There has been discussion on the method and the mood of public observance in Churches of Remembrance Sunday. Some say it has become an annual field-day for ex-Service organisations; some feel that—war being abominable—it should be observed in sackcloth or discontinued. I think most of us middle-aged and elderly who fought on one (or both) "Crispin's day," do indeed go to Church to remember our lost friends and comrades and to take still a rather shy pride in sporting our war "gongs." For many of us, our lives have been all too commonplace. Those "Crispin days" were no doubt our finest hours. Those wars were sometimes uncomfortable and even dangerous, and we did our best to endure them with what courage and fortitude we could compass. The "Establishment" has ordained that only for one hour on one day in any year may the rank and file "show their scars" in this display of gongs. It is otherwise with VIPs (some of whom are VIPs because they had such "good" wars). They can for ever display their gongs at public banquets and on Royal occasions. The majority, the humbler folk who played their small part in the victories, must confine their boasts and show their scars or medals during this brief annual hour, and I don't think anyone should accuse them of monopoly or warmongering or (as the rising generation is said to complain) of "keeping a mournful feud alive which else had died." A few more years shall roll and Remembrance

Above far left: The Foreign Minister of Venezuela, Dr Falcon Briceno, with the British Foreign Secretary, Mr R. A. Butler, at a reception at the Venezuelan Ambassador's residence in London. He was here to discuss the long-standing Venezuelan claim to part of British Guiana
Above centre: Attending the reception were many heads of British oil companies: wearing glasses is Mr F. J. Stephens, Chairman and Managing Director of Shell Transport and Trading Company. On the right is Mr N. J. A. Cheetham, Assistant Under-Secretary of State at the Foreign Office
Above: Sir Roy Dobson of the Hawker Siddeley Aircraft group is seen talking with Mr Butler
Left: Countess Cairns, wife of the Marshal of the Diplomatic Corps, and the Iranian Ambassador, Mr Ardehir Zahedi
Far left: Dr Marcus Falcon Briceno and the Venezuelan Ambassador, Dr Iribarren Borges (centre), seen talking to Mr Frederick Erroll, Minister of Power

Photographs by Desmond O'Neill

Sunday will die out for lack of remembrancers. Until then, allow it to run its course.

Countering brutality

In war and " peace " brutality breeds brutality and toughness is met by toughness. The answer to poison gas is gas more poisonous, and when violent criminals are ruthlessly prepared to batter to death innocent people for personal gain, one feels sympathy for the police if they use tough methods on the comparatively rare occasions when they catch a suspected thug. The under-strength police forces are constantly criticised as they fight their losing battle against crimes of violence, and they must sometimes ruefully admit that the " judges' rules " are at variance with the judges' constant theme that the increase in crimes of violence is a scandal. All this is reasonable comment. The tendency to meet increasing toughness with increased toughness grows secretly until some special scandal bursts. It needs a cloudburst to fill the rain gauge brim full, and today the police may well say that it never rains but it pours. Here, there and everywhere, alleged instances of brutal police methods emerge into the open. Heaven knows the police have excuse enough for irritation, but not for the use of sjamboks and framed evidence; for the suspect, however red-handed, is as innocent as a baby until convicted, and the police are recruited and trained to obey the rules which have won them the honoured adjective of " wonderful," even in their darkest hour. If crime in Britain is of Belsen magnitude, there is still no excuse for SS or Gestapo counter measures, and there is not the slightest reason to believe that such counter measures, if proved to have been used, are other than quite exceptional instances by individuals.

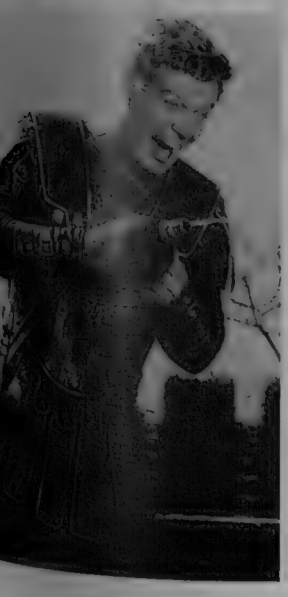
Stole the show

At the Royal Variety Performance at the Prince of Wales Theatre recently, while the Beatles wheeled their droning flight, only the moping owl (or square) complained that they molested the ancient solitary reign of yesterday's stars. They stole the show, and even Dietrich, Bygraves and Steele accepted the new stars as of first magnitude. Stars or meteors? Fashions are usually short-lived. Even hair styles change monthly. They are as like as four peas, these innocent boy-faces, which Reynolds might have painted (without their whiskers and beehive hair arrangements); and very wholesome and refreshing their performance after the drooling and miseries of their predecessors in that line. I hope that their popularity will last for several months while 15-year-old girls satisfy their yearnings in ecstasy and hero-worship. *The Old Stager*

THE FALL OF THE ROMAN EMPIRE

The villain of the story is Commodus, the heir to the Roman Empire, played by Christopher Plummer.

Latest epic on the way to London from Samuel Bronston studios in Spain is set in the period of about A.D. 180, with the Roman Empire at the height of its power under Marcus Aurelius. It is due in the spring, released by Rank. The Emperor, played by Sir Alec Guinness, tries to establish the Pax Romana of the Emperor Augustus. But bitter strife divides his own family and Rome is soon fighting both the Barbarians and the Persians. The film is thus full of epic encounters on the battlefield and scenes of splendour and of Saturnalia in Rome. It is directed by Anthony Mann, the director of that earlier spectacular from the Bronston stable, *El Cid*, one of the most sophisticated and skilful epics made in recent years. Others in the cast beside Guinness are James Mason, Christopher Plummer, Stephen Boyd, Sophia Loren, Omar Sharif and Anthony Quayle.



All the ingredients you expect from an epic film set in Rome are here in this scene in the Forum. Self-flagellating priests, (centre) prostrate themselves before Commodus as he emerges from the statue of the Mother Goddess to light the pyre where the Christians and traitors are to be burnt at the stake. And there on the left are the Christians awaiting their fiery fate

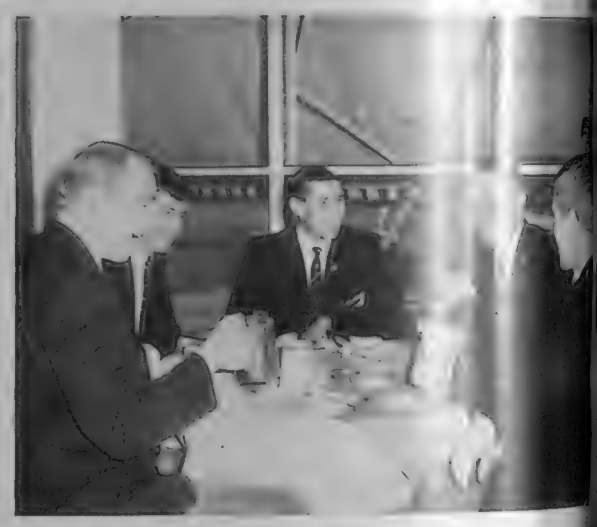
Left: Livius (Stephen Boyd), hero of the story, celebrates his victory over the Barbarians

Far left: Lucilla (Sophia Loren), the daughter of Emperor Marcus Aurelius, although betrothed to another, is in love with Livius, a military tribune

THE VOICE OF THE COMMONWEALTH

300

HIGH COMMISSIONERS IN LONDON, 4—N.Z.



Above: After opening the New Hall at Dornie, in Scotland, Sir Thomas is with Mr W. M. Matheson, a relative through Sir Thomas's mother's family
Top: The High Commissioner and Lady Macdonald

Above: Sir Thomas Macdonald at the tea-party he gave to the All Blacks on their arrival in London from New Zealand for their current tour. The High Commissioner himself played rugby in his younger days

In the glass skyscraper of the new New Zealand House a few yards from Piccadilly Circus, the High Commissioner has a spacious room fitting to his position. But Sir Thomas Lachlan Macdonald, the present occupant, is essentially a modest man. For instance, in talking about his service in the two world wars, he recalls in 1914 that many youngsters in New Zealand falsified their ages and gave the impression they were older than they really were in order to join the army. " But I was just too young to do that." (He was 15 when the war broke out). However, he was able to join up—in the NZ Mounted Rifles—in 1918 and although, as he puts it, " it was all over " he saw service in Egypt and Palestine. The second world war took Sir Thomas back to the Middle East. He was 40 in 1939. His time in Palestine and Egypt from 1918-19 inclined him to a life in the open air and on his return to New Zealand he became a farmer. He left the land for politics in 1938 when he was elected M.P. for Mataura. He was Minister of Defence in 1949-57 and also of External Affairs from 1954-57, retiring from politics in the latter year. He was appointed High Commissioner in London in 1961. His ministerial duties occasionally brought him to London for conferences. On his first visit, in 1951, he was able during a rushed few days to have his first look at Scotland.

Sir Thomas is extremely proud of his Scottish ancestry. His great-grandfather, born in Perth, was a missionary who was sent to Samoa by the London Missionary Society in 1835. He was in Samoa until 1850. The High Commissioner's mother was also Scottish, a Matheson. Her father set up in business in New Zealand in 1862, after first being in Australia for several years. Now the wheel has turned full circle because Sir Thomas's daughter is married to an Australian.

His Scottish links were further strengthened by his marriage in 1926 to Elsie Stuart whose father went to New Zealand in 1874 from the Black Isle, in Ross-shire.

He talks lovingly about the Highland scenery and declares that much of it is very like that of New Zealand. And he knows what he is talking about because he is a connoisseur of scenery. Among his recreations he lists " tramping " and he will enthusiastically trace on a map a particularly delectable route he has taken in the days before he came to London.

All the same he is shrewd about the possibilities for tourism in New Zealand's scenery. " You can sell it several times over and every sale means the buyer is going to talk to somebody else about it." New Zealand is aiming to attract more tourists but it also wants emigrants for its permanent population. Technicians of course are always welcome but, says Sir Thomas, " for any young man with his feet on the ground, New Zealand is a land with a future." This can be appreciated when it is borne in mind that the country has an area of 104,000 sq. miles (larger than the UK and a population of only 2·5 million.

When Sir Thomas talks about production it takes a minute or two to realise that he means agriculture, the mainstay of the New Zealand economy. The bulk of the agricultural exports have always gone to Britain. After the last war Britain, faced with food shortages, encouraged New Zealand to " grow, grow, grow." But now British production, as he puts it, " is expanding under subsidies and there is the question of Britain's links with the Common Market countries". Buying British has hitherto been a traditional practice in New Zealand. If Britain enters the Market, he insists New Zealand must be given safeguards. Nevertheless, now the pattern of trade may be changing. Wool and mutton are going to Japan. Beef is going to the United States. Dairy produce is going to many countries although the bulk still comes to Britain. Soon countries importing from New Zealand are bound to ask what is being taken from them in return. Does he think the pattern of the Commonwealth as a whole is changing? " Well, it's always changing. Look how much it's changed in the last ten years. I know there are pessimistic and gloomy prophets, but I believe we shall come through."

The High Commissioner says that in London he has little time for recreation. He used to swim and play cricket and, in his younger days, rugby. Has he ever thought of writing his memoirs of his long and distinguished career? " Well," he declares, " I think sometimes that I might do better than some parts of some of the books I've read, but that is as far as I've gone." It's really an unnecessary question to ask him what his favourite reading is; lying on top of the case behind him is a volume of Scottish history. He has been a keen photographer but he doesn't understand abstract art—even though there are some examples of it in New Zealand House. But the pictures on the walls of his room are evidence of great taste and discernment. On reflection it is perhaps not surprising that Sir Thomas doesn't care for abstract art. He is pre-eminently a very practical person. **Charles Dimont**

Above: An aerial view of Quebec, one of the oldest and most historic cities in North America
Left: The Laurentian Mountains, seen from the chair lift at Mont-Tremblant in Quebec Province

CANADA

Derek Patmore describes Quebec Province

The British people still remain astonishingly ignorant about the various great countries that form part of the Commonwealth, and I have found that this is especially true when talking about Canada. Yet Quebec is one of the oldest and most historic cities in the whole of North America—it was founded by the French in 1608—and the Province of Quebec is the largest in Canada, for it covers an area of 600,000 square miles.

When the French settled in this beautiful but wild country they called it "La Belle Province," and one of its many fascinations is that here you find two great European cultures, the British and the French, intermarried and living together. I have discovered that people who have never visited Canada are inclined to think of it as a vast land mainly inhabited by lumbermen, Canadian Mounted Police, cattlemen, and farmers. The truth, of course, is that this province with its two great towns of Quebec and Montreal is probably one of the most sophisticated parts of the New World, and it is well aware of its historic past. At the same time, this province is remarkably rich in natural resources which so far have not been tapped: vast hydro-electric power, and huge timber possibilities.

Quebec itself is one of the greatest tourist attractions in all Canada. The neighbouring Americans flock to this town in their thousands and with reason, for this city is extremely beautiful with its many elegant old buildings on the heights dominating the St. Lawrence river, and crowned by the vast building of the Hotel Chateau Frontenac, that stands on the site of the ancient Chateau St. Louis. But this great province is not just a tourist's paradise, it is also one of the most dynamic parts of Canada. Nearby is the huge industrial city of Montreal, which, with its population of 2 million, is the second greatest French-speaking town in the world. It will be the scene of the Canadian Universal and International Exhibition—Montreal 1967, and is already a centre for international insurance, shipping, banking, airlines, textiles, pulp, and paper.

Although Montreal was founded as early as 1642, it is a complete contrast to Quebec. Rivalling Toronto, it is a dramatic and exciting city, and typifies the tremendous economic expansion now going on in Canada. Montreal has a special personality of its own, and its citizens are both progressive and pleasure-loving. A few years ago, this town was just another big industrial city, but today it bids fair to rival New York in its architectural beauty. The symbol of this new, progressive Montreal is undoubtedly the great Place Sainte Marie complex of buildings in the centre of the city. This vast project, which rivals New York's Rockefeller Center and is even bigger, contains the new Queen Elizabeth Hotel, which is run combinedly by Canadian National Railways and the Hilton International hotels and overlooks a huge piazza surrounded by towering sky-scrapers. (*Continued on page 302*)

THE PROVINCE OF QUEBEC *continued from page 301*

The brain child of Donald Gordon, the President of Canadian National Railways, whose company had originally bought this important site as far back as 1912, this fantastic development is an object lesson to the town-planners of London. So is the new Arts Centre. For both show what can be done when taste, money, and imagination are employed. During my recent visit to Montreal I stayed at the Queen Elizabeth Hotel, and I can say that without doubt it is one of the most luxurious and best-run hotels in the world. Despite its size—it has 1,200 rooms—the charm of this hotel is that it combines a feeling of intimacy with every form of modern comfort. Now a centre of Montreal life, its success is mostly due to Donald Mumford, who has directed its destinies with an uncanny flair and a genius for inspiring his staff.

The Province of Quebec, however, has its problems, and the main one is the thorny French-Canadian one. This province is still mainly of French origin, and although the French-Canadians have stood loyally by the British they have recently been voicing their grievances. Personally, I am convinced that the problem can be solved, and no one is trying harder to do it than the present Canadian Government. During my recent visit to this region I found that the chief French-Canadian grievances were economic. Except for a small, vocal minority, the French-Canadians are loyal members of the Commonwealth, and the fact that the present Governor-General, General Vanier, is a French-Canadian speaks for itself, but many French-Canadians feel that they have been discriminated against because of the language difficulty.

The younger French-Canadians all speak perfect English, but it must be admitted that in the rural parts of the province the simple people still speak a Canadian-French patois and might be part of provincial France. During my travels across this part of Canada, I discovered that the majority of British-Canadians have a real sympathy for French Canada, and a desire to see its problems settled. One of the troubles in the past has been the education in this province. Dominated by the Roman church, the mentality of many French-Canadian farmers and peasants in the past has been that of the Irish—hard-working but bigoted.

Fortunately, Cardinal Leger, the brilliant head of the French-Canadian Catholics, is a progressive, and already his influence is being felt throughout this great area. I met and talked with many French-Canadians, and one old man from Quebec, an important official, summed up the problem to me: "When Quebec fell, the British treated us fairly, and we resisted General Washington's later demand to join his new republic. If we were still French, we should still be a colony under General de Gaulle."

Anyone who visits Canada immediately realises that its economic possibilities are boundless. Immensely rich in all forms of minerals, Canadian oil has already excited the American oil companies and a Texan oil expert told me that there is enough oil in Canada to supply the whole needs of North America. The great new St. Lawrence Seaway also links up the ports of Quebec and Montreal with distant Chicago and Detroit. At present, 80 per cent. of foreign investments in Canada are American, but the Canadians would like to see more British capital invested in their various enterprises. I found that there was no real animosity against the United States, but Canada is still fiercely proud of being part of the British Commonwealth. A proof of this is that when the Queen made her last visit to Canada her greatest receptions were in the Province of Quebec.

My final memory of this great Canadian province is one of rich farmlands, green forests, and of beautiful lakes scattered about the lovely Laurentian Mountains, where the tourist resorts are open all the year round.

(*Further articles on the Canadian provinces will appear on these pages from time to time.*)

Above: The fishing village of Newport on the Gaspe Peninsula of Quebec
Right: In the Bolton area of the Eastern Townships. The rural scene is strongly reminiscent of France

Above: The Montmorency Falls. The Duke of Kent, the father of Queen Victoria, once lived close to them
Top: The many modern buildings of Montreal, which contrasts with Quebec

Above: The night parade of Quebec's Winter Carnival at the St. John's Gate
Centre: On the shores of Lac Rond
Top: The vast building of the Hotel Chateau Frontenac dominates Quebec

"Q" THE CORNISHMAN

304 " Q " (the late Sir Arthur Quiller-Couch) was born at Bodmin 100 years ago this week. The " at Bodmin " is important. Although his mother was a Devon woman, " Q " was a Cornishman through and through; a Cornishman, not merely by birth, but for many generations back on his father's side. It is essential to realise this if one is to understand him properly. For a Cornishman—though the English have always refused to recognise the fact—is something quite different from an Englishman.

This difference cannot easily be put into words. It goes far too deep for that. It is something in the core of the man; an attitude of mind. A sort of folk mind, born of centuries of struggle with the sea and the soil, of centuries of fishing and farming and mining, often against savage odds, colours the whole of Cornish life: the folk mind which you find only in small communities cut off by race or by language or by geography from the main stream of life.

Of course, Cornwall is not cut off now. But once it was physically almost completely separated from the rest of England. What mattered then was not England but the sea. There is no point in the whole county that is more than 20 miles from the sea, and Cornishmen looked to the sea rather than to England. In a way it was easier to go to America, Australia, South Africa, than to London. And young men, seeking work, went to distant parts of the earth rather than cross the Tamar into England. The Tamar was a frontier; the Atlantic a gateway. And this produced in the Cornish a fascinating contradiction: great breadth of view coupled with an intense parochialism. It exists to this day. Despite the railway, the motor car, the holiday resorts of the " Cornish Riviera," the artists' colonies, the ever-increasing influx of English, there is still at the Tamar a frontier for the true Cornishman: a frontier of thought. My friend, the late Claude Berry, who was as Cornish as " mahogany " (*the* Cornish drink: two parts gin to one part treacle, well beaten together and taken hot), used to say that it was a sense of " belonging " that distinguished the Cornishman. That is true; but there is more to it than that. A. L. Rowse, as Cornish a man as Berry, has said, somewhere in his writings, that the Cornishman is distinguished by character; and, if I remember aright, suggested that, maybe, the Cornish have a wee bit too much personality. I would deny the suggestion, but I think it true that it is character that distinguishes the Cornishman; that the combination of world-wide familiarity and intense parochial patriotism, both born of struggle, has produced an idiosyncrasy of character that is wholly foreign to the rest of England.

Certainly this was true of " Q." Whatever else he was, he was a character, a personality. I first met him in the late '20's. He might, at first sight, have been a small farmer from the verge of Bodmin Moor, or the skipper of an inshore fishing-boat, a veterinary surgeon or a country doctor. He was the very last man you would have put down as a famous professor of English literature. There was nothing " arty," nothing scholarly, in his appearance. The rather close-cropped hair, the military moustache, the distinctly earthy twinkle in the eye: these are not, in my experience, the usual hallmarks of higher scholarship.

Sir Arthur Quiller-Couch, drawn in 1938 by the English artist Henry Lamb who died in 1960. *Reproduced by permission of the National Portrait Gallery*

But it was in scholarship that " Q " made his name. He compiled the *Oxford Book of English Verse*, and followed it with the *Oxford Book of Ballads*, the *Oxford Book of Victorian Verse*, the *Oxford Book of Prose*: a sufficient achievement for any man. He was Edward VII Professor of English Literature in the University of Cambridge and his lectures, printed exactly as they were delivered, are still read with delight by those fortunate enough to know them. Indeed, his *Shakespeare's Workmanship*, published in 1920, must rank with the very best of all Shakespeare criticism and is, surely, the most entertaining. This was " Q," the Cornishman of the world-wide view.

But " Q " was a true Cornishman—he married a Fowey girl in 1889 and he lived in Cornwall (except for brief academic interludes) for the rest of his life: he was never really at home east of the Tamar—and, therefore, a man of fascinating contradictions. These contradictions are apparent throughout the whole body of his work. He wrote his first book, *Deadman's Rock*, a thriller, while still an undergraduate at Oxford. Judged even by today's standards, it is a pretty good thriller. And this Lecturer in Classics and Professor of English Literature was to write many thrillers and romances, as well as much poetry and a great deal of criticism. The thrillers and romances, and much of the poetry, are set against Cornish backgrounds. This was " Q," the Cornishman of intense parochialism.

The contradictions gave to the man and his work a balance and a breadth that is altogether rare. He had no room whatever for sham or snobbery in literature: indeed, like Dr Johnson, he made no distinction between good literature and good journalism: all that mattered to him was that the writing should be good. And his own writing, whether romance, thriller or profound criticism, was very good indeed: simple, direct, the work of a true craftsman. And always there is that earthy twinkle in the eye. Consider his *The Famous Ballad of the Jubilee Cup* and compare it with Sir Henry Newbolt's *Vitai Lampada*, with its refrain:

" Play up! play up! and play the game!"

Part of " Q " 's ballad runs:

It was bellows to mend with Roberts—
starred three for a penalty kick:

But he chalked his cue and gave 'em the
butt, and Oom Paul score the trick—

" Off-side—no ball—and fourteen all!
Mark cock! and two for his nob!"

When W.G. ran clean through his lee,
and yorked him twice with a lob.

He yorked him twice on a crumbling
pitch and wiped his eye with a brace,

And his guy-rope split with the strain of
it, and he dropped back out of the race:

And I drew a bead on The Meteor's lead
and challenging none too soon,

Bent over and patted her garboard strake
and called upon Wooden Spoon.

Idiosyncrasy? " Q " was full of it: as full of character, quirk, personality, as a hedgehog is full of spines.

SHERBORNE v BLUNDELL'S

This was a hard-fought game, full of good football. Either side could have won; the 6-6 draw it ended in was a fair result. Blundell's three-quarters quickly proved themselves fast and strong, and in their full back, R. Davis, they had an outstanding player. Sherborne forwards however were on top from the start, and this provided them with some territorial advantage. Blundell's scored first when their excellent passing gave the right wing, I. G. N. Clarke, a chance to run for a corner try. Sherborne retaliated, but in one of their passes the Blundell's captain, P. Price, intercepted and ran half the field's length to score another try. The second half produced a great struggle. The Sherborne captain, A. D. M. Gray, kicked a penalty. Later, the school scored under the posts, but the vital conversion needed to win was missed.

Top: In a line out, I. D. Robertson catches the ball for Sherborne (dark shirts). Next to him in the jump is A. J. Eagle for Blundell's (white shirts)

Above left: Next to the referee, in a loose maul, as J. W. Robinson scores on the touchline for Blundell's, is P. J. Ayre, and behind him S. R. K. Rose and C. N. C. Abram of Sherborne

Left: The Sherborne scrum half, C. D. S. Bates, effects a quick pass after a melee in the line out

Below left: It was a muddy game on the Sherborne ground, for the day was showery

Below: With a kick just missing a Blundell's player, Sherborne's left wing, D. C. Watney, clears to touch

IN JORDAN BY SYLVIE NICKELS

It would be almost absurd to be in the Middle East, particularly in the Lebanon, without a visit to Jordan, so recently I left the balmy Mediterranean shores of Beirut and, 50 minutes later, stepped out of a Middle East Airlines Viscount into the desert heat outside Jerusalem.

" You are very welcome to Jordan," said at least three airport officials, and the next moment a taxi driver was plying me with Jordanian cigarettes. There is, let's face it, quite a lot that is muddled about tourism in Jordan. but in terms of human relations that combine genuine friendliness with a refreshing lack of sophistication, they score high.

One excellent feature of Jordan's facilities is its tourist police force, which forms part of the regular police corps but which is specially trained and available to guide foreign visitors. It was with one of these friendly and knowledgeable souls that I walked the narrow, poverty-stricken, picturesque, history-laden streets of old Jerusalem. This is the best way for at least a preliminary tour for, in any case, you will need the mind of an acrobat and the knowledge of a genius to absorb a tenth of what you see.

Within the sumptuous Mosque of the Dome of the Rock—built in the 7th century on the site of many earlier temples of faith, including Solomon's, and at present being restored—you look upon the rock of Abraham's sacrifice, railed in now against any further inroads by centuries of relic hunters. Seconds later you may be outside the Mosque gazing through delicate archways across the walls of Jerusalem to the Mount of Olives and the exquisite Garden of Gethsemane at its feet. Churches and monuments bearing the mark of every epoch and almost every faith stand over sites which witnessed the very birth of Christianity.

The most thought-provoking steps of all are those you take along the Stations of the Cross, following as countless millions have followed before you, the tragic ascent to Calvary. The rock on which the cross stood can be touched under one of the altars of the Church of the Holy Sepulchre, which also houses the shrine over Christ's tomb. By tradition, the huge key to the Church has been passed from father to son of a Moslem family for centuries and it cannot be opened without them. Its exterior, however, can arouse little emotion at present since it remains encased in the forest of scaffolding erected some 30 years ago by the British after the 1927 earthquake. Happily, two years ago, the endless disputes between different factions of the Church reached a solution, and now marvellous discoveries are being made as a team of experts strengthen, restore and peel away the unwanted overlays of the centuries.

One has the selfish wish that one could enjoy such sites without the crowds and the queues which inevitably are there at the height of the season and during the great Feasts. But in most places I found a pleasing lack of commercialisation, and there was a blessed peace in Bethlehem's Church of the Nativity, especially deep down in the simple shrine built over the place of Christ's birth.

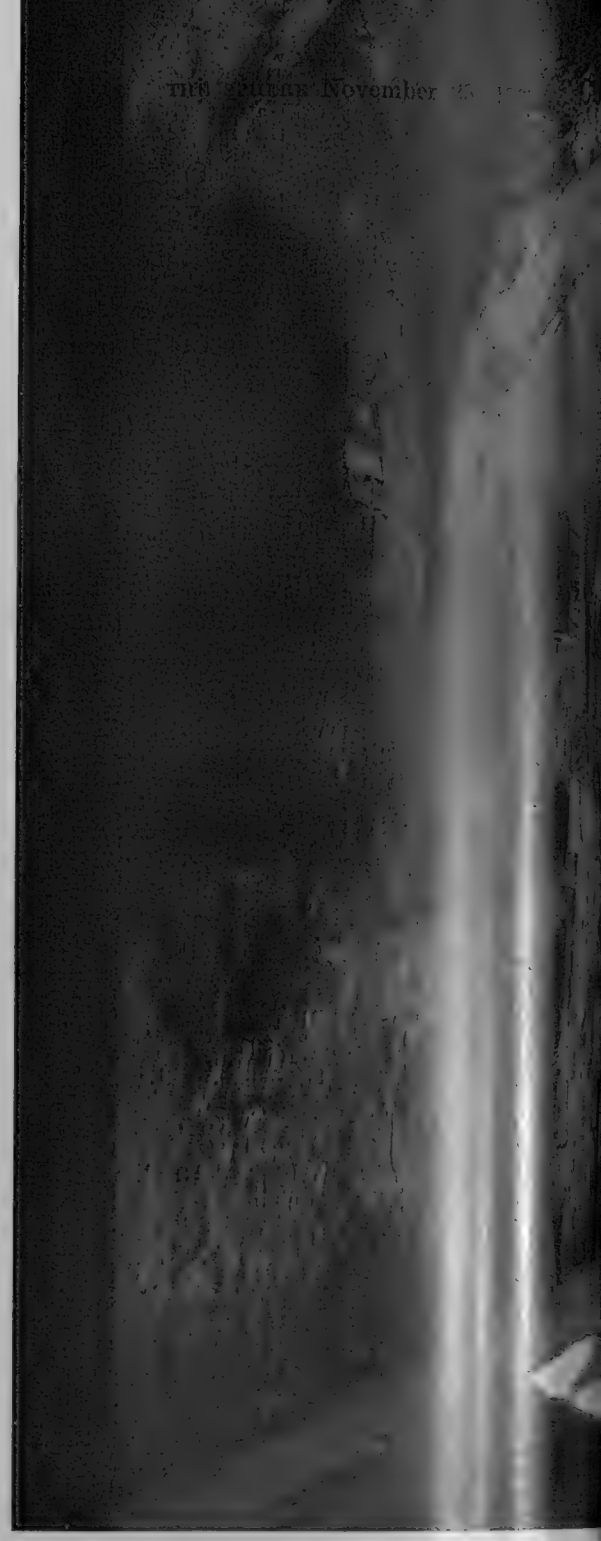
New roads have greatly improved ease and comfort of travel in Jordan and there are fine highways linking Jerusalem, Jericho, Jerash and Amman. All the same, unless you are in a hurry, there is much to be said for taking the old roads both between Jericho and Jerash, and Jerash and Amman. The former takes you through scenery of grandiose desolation, following for many miles a sinuous climb along the side of a narrow valley; and the latter provides marvellous sweeping views to hills and mountains of coloured rock with an unexpected stretch through pine forests and well-watered country that becomes a blaze of wild flowers in the early spring—the best time to go.

On the outskirts of the present village of Jerash a whole Roman provincial town is now being put on its feet. Jerash declined with Rome, its final series of death blows dealt by the Moslem conquest in the 7th century, a number of earthquakes and the Crusaders garrisoned there in the 12th. After their departure, the desert moved in but now, eight centuries later, you can walk for half a mile or more down the colonnaded Roman highway through ruins which include two theatres, a huge colonnaded forum, temples and early Christian churches, dwellings and baths, and the Triumphal Arch built to honour Hadrian. The colouring of the stonework is glorious—certainly as good as at better-known Baalbeck.

The greenness which Jericho owes to the self-same sources that still feed its springs of Elijah, gives almost a shock of relief after the approach across barren silence from any direction. Near the springs, the excavations of old Jericho reveal a fragment of 7,000-year-old wall, backed by the Mount of Temptation. Also on the outskirts of Jericho are the remains of an 8th-century Caliph's palace whose mosaics include the "Tree of Human Cruelty."

From Jericho to the Dead Sea is ten miles. Whether you come from Jerusalem or Amman, you will have been dropping steadily in altitude all the way, and equally steadily the intensity of heat will have risen. Here on the shore, at the lowest spot on earth, stands a new hotel watched over by the Mountains of Moab, and from it you can take your dip into the warmest, clammiest, least pleasant-tasting waters I have yet experienced—but you float!

Apart from a Roman theatre, a compact but good museum (including some of the Dead Sea Scrolls; the rest are in Jerusalem), and the adjacent Citadel, there is little guidebook sightseeing in Amman. Nevertheless, it's a pleasant capital, growing harmoniously out of its seven hills, and it does have Jordan's best hotel, Al Urdon. It is a good place to remember, too, that while Jordan's visitors are drawn there by the past, the Jordanians themselves have a keen eye on the future. At Rusifa, about ten miles from the capital, a fine and expanding piece of private enterprise can be visited. Known as I.C.A., its growing complex of small factories produces some familiar consumer goods under a licensing agreement with their British manufacturers. It is an imaginative and much-needed contribution towards improving the country's economy and since anyone can join the (to date) 9,500 shareholders, I did. Another fine example of private initiative is the Arab Development Society's



agricultural experimental farm near Jericho where refugee youngsters from the huge local camp are trained for a number of trades.

Most of the Biblical and other sites of Jordan lie within very easy reach of each other. Bethlehem is a mere dozen miles from Jerusalem. Jericho lies 22 miles away; Jerash, 57 miles beyond it on the Damascus road. From Amman the distances are 40 and 30 miles.

The one exception is Petra. It can and frequently is visited in a day from Amman, but three hours' drive across the desert to Wadi-Mousa, even on an excellent new road, followed by half an hour on horseback, all of which is repeated in reverse after a day's hectic scramble, is not the best way to appreciate " the rose-red city half as old as time."

It would take days of walking to see all the valleys and chasms, dwellings, temples, tombs of Petra; it takes hours, including some stiffish climbing, to see even the most important sights. Serious sightseers should stay at least one night, lovers of antiquity will wish to make it longer and they can now choose between a brand new government rest-house just outside the entrance to Petra or the very simple accommodation in Petra itself.

The approach through three miles of narrow ravine, brought to light in 1812 by Burckhardt after centuries of oblivion, provides probably the most dramatic entry to any

Left: In Jerusalem, a street in the old city leading to the Temple area. **Below:** A view of Amman from the top of the hotel Al Urdon. In the foreground is the hotel's swimming pool. **Bottom:** Part of the Roman Road at Petra, in Southern Jordan

historical site. The first view of Petra proper—the Khazneh, or Treasury, startlingly pink against the black shadows of the ravine mouth, is one of the greater experiences of travel. For the Nabataean residents of up to 2,500 years ago, their rock-bound kingdom proved an unbeatable vantage point from which first to plunder and later to levy tolls of "safe conduct" on the caravans passing along the trade routes from Arabia. In the end, however, even the fastness of Petra proved inadequate against the might of Rome and, in A.D. 106, it was absorbed as a Roman province. But it is the size and complexity of the original Nabataean city state, and the sheer ingenuity of its population, that leave the most lasting impressions.

For further information: Jordan Tourism Authority, 47 Reeves Mews, Grosvenor Square, London, W.1.

Means of access: Direct flights London-Amman twice a week by BOAC, from £99 15s 23-day tourist excursion fare (minimum stay of 12 days in the Middle East) to £210 18s 1st-class return. The same fares apply to Middle East Airlines services via Beirut with same-day connections to Amman, or next-day connections to Jerusalem. Other major airlines operate from main European cities with connections to London.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **ARTHUR DACRE WILSON**

Mr Wilson is the Chairman of Joseph Crosfield and Sons Limited, chemical and soap manufacturers of Warrington, Lancashire, the largest member company of the Unilever Chemical Group. He is very much one of the new school of executives. After graduating B.Sc., with First Class Honours in Mechanical Engineering at Leeds University, he joined Unilever in 1934. In the following years he continued his studies while working for Unilever, and qualified as a Member of the Institution of Chemical Engineers and is now a member of Council and the Chairman of the North Western Branch of the Institution. He is also Chairman of the Soap, Candle and Edible Fat Trades Employers' Federation, and was a member of the Joint Industrial Council as long ago as 1949. Most of his Unilever career has been on the margarine side of the business. He was General Works Manager of Van den Berghs and Jurgens Limited, Purfleet, for five years and was appointed to the Board of that Company in 1951. Before joining Crosfields as Chairman in 1960 he was attached to the Technical and Organisation Divisions of Unilever. During the war he was attached to Unilever's Bromborough margarine factory, and there he successfully developed a continuous Votator process for the manufacture and packing of margarine, which was subsequently installed at both Purfleet and Bromborough and most Unilever margarine factories throughout the world. He is currently a member of the Board of Lever Brothers and Associates Limited, the Unilever detergent marketing company. Mr Wilson is actively interested in the social field. He feels very strongly about our 'stagnant society' and the problems of bringing about the changes in our social structure commensurate with the changes which are taking place in the technical field. He lives at Bowdon, near Altrincham, and has two grown-up daughters and a grandson. He likes travelling, and his relaxations include painting, photography, music, golf and gardening

CHARGING FOR ROADS?

by The Sphere Industrial Correspondent

When Dr Richard Beeching produced his drastic proposals for rationalising the railways this spring one of the rather sophisticated criticisms that it aroused—amid the general wails from villagers whose railway service was going to be cut off—was that it was too one-sided. Dr Beeching, this line of argument ran, had been appointed to put the railways onto a commercial footing. This his proposals might well achieve. But making railways pay, these critics argued, might still be at the cost of weakening or making more costly the service given by Britain's transport system as a whole.

Dr Beeching would never have admitted that the railway plan was devised regardless of the rest of the transport system; he had to assess the broad prospects for other forms of transport, he claimed, as the broad pattern within which to make detailed plans for railways. But he said little, during the immediate argument over his plan, concerning what his ideas about the broad pattern were. Not until this month—when a great deal of interest is beginning to focus upon general policy for transport as a whole—did he set them out in any detail.

Dr Beeching is now at least a locum tenens railwayman. And some motoring spokesmen, we may be sure, will accuse him of having adopted a typical railwayman's ideas about the rest of transport—i.e., restrict it. This would probably be unfair; but certainly Dr Beeching did seem to be speaking as a planner mainly concerned with public transport—i.e., transport for hire, whether nationalised or privately owned.

His emphasis, in a speech in Glasgow earlier this month, was on passenger movement, particularly in and out of cities. Road congestion, resulting from unrestricted operation of the private car, he argued, was already highly disagreeable, and if the car population does fulfil forecasts and double in the next ten years, movement will become impossible. His remedy? To make it more expensive to bring cars into cities, by charging more heavily for parking and restricting the amount of parking space provided.

If it became too expensive to take our cars into a city centre, would Dr Beeching make it easier for us to take public transport instead? Not exactly. In the long run, perhaps; but he would begin by charging "economic fares" for public transport into cities, to make it worth while investing in extra capacity to carry commuters in. Moreover, on public transport he would like rail and road transport fares co-ordinated and adjusted so as to stop overcrowding by people travelling only short distances within the city centres. And while he agrees that it would be good policy to provide more car parking space at railway termini on the edges of cities, to encourage us to leave our cars outside and make our final journey in by train, he is against offering us any blandishments such as free or cheap parking there. He wants to charge the full economic price for car parking there too. So far as goods transport is concerned, Dr Beeching sounded much less inclined to suggest restrictions on road movement, even though road haulage is his main commercial competitor.

But this concentration of attention upon car traffic and what should be done about it is going to continue this winter. Within the next week or so, the Buchanan report is going to be published, on road traffic and city planning. This was commissioned by the Ministry of Transport from Professor Colin Buchanan, an architect who has made a special study of traffic development in cities, with the assistance of a "steering committee" headed by Sir Geoffrey Crowther. Mr William Deedes, Minister Without Portfolio, has already commented that the report's conclusions may drastically change the priorities so far applied in British town planning.

By 1980, the report assumes, Britain may own 16 to 18 million cars, and making room for these will have become a major social problem. The Buchanan report is concerned with the specific problems they will impose in cities: it seems likely to suggest "trying everything." Prof. Buchanan is himself an architect without any great inclination to charge people more for things, but Sir Geoffrey is an economist who would rather give consumers the choice, so long as they can be made to pay the price. The one solution would probably lead towards altering road layout, so as to separate fast through traffic from slower traffic seeking access to shops or dwellings. The second may lead to controlling traffic by higher charges for parking, and, if necessary by charging for use of the city roads themselves. This last has become a favourite solution among a group of young transport economists. For years it seemed rather impracticable; making car commuters buy tickets at tollgates, for example, might simply have transferred the congestion farther out. But of late the electronics manufacturers have been devising ingenious forms of meter, which could relate the amount of car tax that we pay to the amount of time we spend driving over the road space that is most in demand.

Whether any government, whose electorate must be largely composed of car owners (which now applies regardless of political hue), would have the political courage to put such a system into force is another matter. It is true that a focus upon transport efficiency is being forced upon the Government by other considerations, such as regional policy for industry. The growing traffic congestion of London is part of the population shift into the south-east of Britain that Mr Heath's regional policies are designed in part to correct. And traffic congestion is intimately mixed up with the rapid inflation of land values that is worrying development authorities.

What the Government seems to be coming back to is the idea of setting a tighter framework of social regulations within which motor traffic can operate at choice (and possibly at a price), and encouraging competition on a commercial basis between rail and road transport. The first part of it will not be brought in without a considerable amount of argument from the "special interests concerned"—which mainly means people like you and I, motorists.

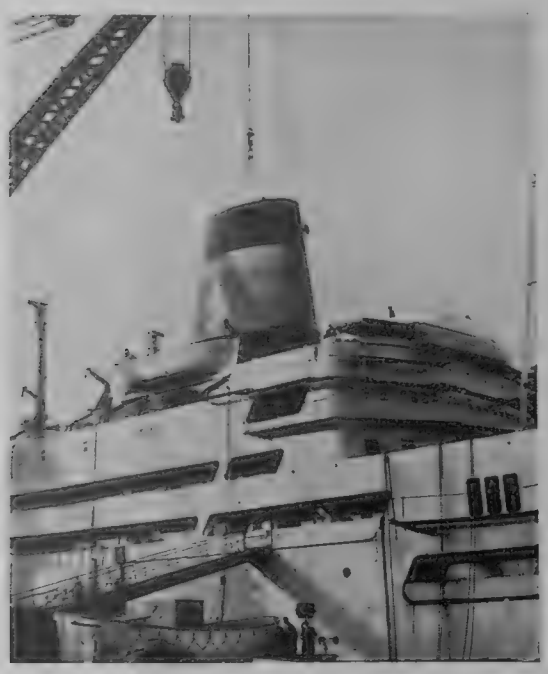
An aerial view of part of the new stretch of the M6 from the Top Rank motor service area at Knutsford, Cheshire. The 33-mile section from Knutsford towards Hanchurch was opened last week by Mr Marples

NEWS FROM BRITISH SHIPYARDS

Right: HMS *Naiad*, a Leander class frigate, is launched from the Scotstoun yard of Yarrow and Co. Ltd. by Lady Henderson, wife of Admiral Sir Nigel Henderson. This was the 200th ship to be built by Yarrows for the Admiralty. Following the launch, Sir Eric Yarrow, Chairman and Managing Director of the builders, said that this would be the last fighting ship to be built for the Admiralty by the yard in 1963-4 —though there might be other types of craft next year

Below: A tapered funnel of modern design is lowered into position on the new Alfred Holt passenger/livestock/cargo liner *Centaur*, under construction by John Brown and Co. Ltd. at Clydebank. The 8,000-ton vessel is scheduled to join the "Blue Funnel Line" in January when she sails for Sydney. She will operate in the Indian Ocean

Bottom: The *British Dragoon* was constructed by Hawthorn Leslie (Ship Builders) Ltd. at Hebburn-on-Tyne for BP Tanker Co. Ltd. She ran successful trials off the River Tyne early this month and was afterwards handed over to the BP company. The tanker has an overall length of 726 ft. 3ins. and weighs 50,600 tons



THE BOILERMAKERS

by The Sphere City Correspondent

The approach of winter and the possibility of electricity power cuts will probably soon be focusing public attention once again on Britain's electricity programme. It looks as though this winter will find the electricity authorities with the narrowest gap so far experienced between expected supplies and expected demand. Power cuts could be common, if a winter of last year's severity is repeated. In the circumstances, and with a general election approaching, the Government can be expected to publicise to the full the capital spending programme on new power stations that is already under way.

With the latest revisions, the forecasts of capital spending on electricity generation and supply are impressive by the standards of any State investment programme. The National Economic Development Council foresaw an 80 per cent. growth in heavy electrical business by 1966 if its targets were to be met. The Central Electricity Generating Board has forecast that the amount of new power capacity commissioned will rise from 1·8 thousand megawatts this year to 4·5 thousand in 1966 and 7·0 thousand in 1969. Translating these orders into estimates of turnover for the makers of conventional power station plant, a leading firm of City stockbrokers has calculated a figure of £60 million this year, rising to £132 million in 1966 and £221 million in 1969.

From industry's viewpoint the beneficiaries of this dramatic rise in orders will range from the boilermakers to the turbo-alternators, switch gear and cable manufacturers and, of course, the building contractors. This column has already drawn attention to the significance of the electricity programme for some of the specifically electrical companies. Now it seems worth taking a closer look at the boilermakers.

Although only about half the British boilermakers' work comes from the Central Electricity Generating Board (the rest is from overseas contracts and other types of work) boilers account for about one-third of the cost of a conventional power station. The projected rise in CEGB business for boilermakers has been estimated at more than three times between now and 1969. It is true that the boilermakers, along with other suppliers of the power programme, have been through very rough times in the late 1950's and into the 1960's partly as a result of rapid technical change and partly through abrupt alterations in the Government's programme. But it looks now as if the losses borne by the boilermakers on the atomic power plant schemes of the late 1950's have come to an end. It also looks as though the rapid changes in the size of individual boilers (from 30 megawatts each to 500 megawatts) has levelled out, enabling the manufacturers to concentrate on repeat orders rather than a series of innovations. As far as overseas orders go, prices of power stations are reported to be hardening slightly, which should help slender margins, and there is some hope among the international manufacturers that after the bitter experiences of over-capacity in the past three years, newcomers will refrain from entering production, at least until it is clear that demand will handsomely outstrip supply.

For once, an investor who wishes to share in an industrial expansion programme has a choice of a fair number of companies which are wholly or mainly engaged in the specific industry. An idea of size among boilermakers is gained from the allocations of contracts outstanding at the end of last year. Babcock and Wilcox were engaged on 12, International Combustion 7, John Thompson 7, Foster Wheeler (an American subsidiary) 6, John Brown 5, Clarke Chapman 4, Yarrow 2 and Simon Engineering 1. For the future, Babcock is expected to produce boilers with a capacity of over 6,000 megawatts between now and 1968, half of it in the last three years; International almost 5,000 by 1969, and Thompson 3,000 by the same date. The other makers have smaller orders spread over the period.

It is true that investors have to weigh two adverse factors in assessing the boilermakers apart from the rise that has already occurred in their share price and the relatively low yield basis on which they now stand. The first is that the real bunching of orders takes place after 1965 and the real benefit in terms of profits will not be felt until around 1967. Second, the Government may well come under acute pressure from the Treasury to cut back the power station investment programme. There are already signs that the total State spending programme may be getting out of hand and it could be that the forecasts will at some stage be re-phased.

But against that, investors have a group of companies that are still coming out of a recession. Most of their chairmen have forecast better results in the current year and record order books. Some have already raised their interim dividends. The yield basis, though low, is often no lower than that on the market index which includes companies in industries that are clearly stagnant or declining. Among the leaders, Babcock and Wilcox at around 45s yield 3·9 per cent. twice covered; International Combustion yield 4 per cent. covered 1½ times at about 37s; and John Thompson at 20s yield 3·7 per cent. covered 1¾ times.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

Midlands enterprises scored a notable "double first" the other week in two widely different fields—housing and the production of new metals with exotic names like niobium, hafnium and tantalum. Sir Keith Joseph, the Minister of Housing, set the seal at Kidderminster on collaboration between two companies who have produced Britain's first blocks of flats, built by an industrialised system with factory-made components being assembled on the site—a vertical production line, in fact.

The first, 12-storey, block containing 44 one- and two-bedroomed flats was built in 28 weeks, about half the time of conventional methods. The pre-cast units were made at the Lichfield factory of Concrete Ltd., using that firm's Bison wall-frame system, and arrived on site with windows glazed, underfloor heating, built-in electric wiring ducts and walls ready for papering. The construction was by C. Bryant & Sons Ltd., a leading Midlands civil engineering and building company and close collaborators with Concrete in developing the system. Mr K. M. Wood, chairman of Concrete, said more than 3,000 such flats would be built next year; at the moment 27 blocks of 1,615 flats are under construction in various parts of the country.

The system removes at least two-thirds of the labour normally found at the site to the factory. By careful programming—worked out by computer following the "network analysis" used in America for building Polaris missiles—25 men on the site could do what would normally have needed 100. Mr Chris Bryant, chairman of C. Bryant and Sons, Ltd., calculated that at an average cost of £2,600 per flat there was a 10 per cent. overall saving on conventional methods; these first three blocks (two others are going up alongside) should realise about 60 per cent. of the ultimate possible savings. One of the interesting features of the system is that the size of the rooms could be increased by 10 per cent. with only an extra 2½ per cent. in cost. Thus tall blocks of flats, which were rapidly becoming too costly for local authorities, may again be within budget possibilities.

On the other hand, Sir Keith Joseph stressed that the need now in the enlarged building programme was for two- and three-storey maisonettes, for which the Bison system is not so suitable. There seems, therefore, to be plenty of scope for those who want to follow the Concrete-Bryant lead in a somewhat different field of housing.

Titanium advance

The TSR2 controversy lent added interest to a visit your correspondent paid to the new metals plant at Imperial Metal Industries (Kynoch) Ltd., at Witton, Birmingham. The TSR2 and the P1154 both have a great deal more titanium, the oldest of the "new" metals, in engines and airframes than their predecessors had.

Indeed, titanium is being used on an increasing scale in the aircraft field. No one could say how much went into any specific plane because such information was either security classified or confidential, but Dr K. W. J. Bowen, sales manager, did say that the Concord will use "tons per aircraft." With the de Havilland Trident and the BAC111 also using titanium in large quantities, he said there was "cause for quiet confidence" in the future; in fact, sales this year are expected to show a 40 per cent. improvement in tonnage over 1962.

New way of rolling alloys

The New Metals Group, which has spent £3·2 million in reaching the present stage of development (with only £123,000 coming back in the form of Government contracts) owes a great deal to the drive of Dr Beeching when head of ICI's Metals Division. Now, under Mr St. J. Elstub, soon to acquire new authority and responsibility under the ICI management reorganisation, it is pioneering both new alloys and new methods of dealing with them. Their toughness, or lack of ductility, for example, makes them exceptionally difficult to roll down to strip or foil. At least, it did before Dr Karel Saxl, an IMI engineer who led the team concerned, developed a remarkable new rolling mill.

Called the pendulum rolling mill, it embodies new principles which look like making many present steel rolling methods outdated. The strip is reduced by the movement backwards and forwards of two small-diameter work rolls, moving at speeds up to 1,800 strokes a minute.

LUXURIOUS VOLUMES

reviewed by Jolyon Wimhurst

312 **Great Private Collections** edited by Douglas Cooper, introduction by Kenneth Clark: Weidenfeld and Nicolson. £6 6s.
Self-Portraits by Manuel Gasser: Weidenfeld and Nicolson. £3 15s.
Mannerism by Franzepp Wurtenberger: Weidenfeld and Nicolson. £6 10s.
The World in Vogue: Secker and Warburg. £5 10s.
Images by Cecil Beaton: Weidenfeld and Nicolson. 27s 6d.
Leather Armchairs: The Chivas Regal Book of London Clubs by Charles Graves: Cassell. 35s.
John Speed's Maps of the Counties of England (1611): Published by Phoenix House and distributed by J. M. Dent and Sons Ltd.—four volumes each £4 10s or maps singly at £1 1s.

As usual that Elizabethan master of the pithy remark, Francis Bacon, had the right introductory sentiment—" Some books are to be tasted, others to be swallowed, and some few to be chewed and digested." This is the season of the year when the publishers put big, handsome volumes on the market ready to tempt the Christmas buyer with a really lavish gift either to himself or a particular friend. Listed above are some of those which come roughly into the art category. Others are illustrated on these pages. The reader will find that once he has tasted them, he will be tempted to go on and swallow them up.

Presenting many a tantalising glimpse to the art lover is Douglas Cooper's survey, beautifully and comprehensively illustrated, of 26 outstanding collections which have been assembled in Europe and America by individuals who have cash enough to satisfy the yearnings of their artistic susceptibilities. The collections range over most periods of art from Chinese to action painting, and include *objets d'art* from porcelain to armour. The impact of a private collection is made through the overwhelming effect created by the dictates of an individual taste. It is this which gives this volume its particular tone.

Another book which the general reader will find attractive is Manuel Gasser's collection of artists' self-portraits from the early Renaissance to the present day. Each artist's portrait is reproduced in good, clean colour. Some of the attributions are speculative to say the least, but this adds to the fun of a volume which presents a good deal of information.

For the art specialist is Franzepp Wurtenberger's masterly survey of Mannerism, the European style of the 16th century. Written by a foremost German authority, this is a most meticulous and scholarly survey of the development of this explosive movement in art. Illustrations, many in colour, are culled from all over Europe.

Another field of activity which provides scope for the maker of luxury books is that of photography and book illustration. One of the reproductions on these pages is from the work of one of the founders of photography, the American, Edward Steichen. During his long career, he has done a great deal of work for the magazine *Vogue*. In addition, a lavish survey of the work of this magazine over seven decades, called simply *The World in Vogue*, has just come out. Photographs, articles, drawings, paintings, provide a graphic and at times hilarious account of the changing world and of some of the people who have made a tremendous impact on social life from Queen Victoria to Emily Post to Elizabeth Taylor.

One of the most prolific of British photographers is Cecil Beaton. Illustrated is his survey of British royalty. Another book of his photographs has just come out, with a glowing preface and introduction by Dame Edith Sitwell and Christopher Isherwood. It is composed of the effects produced by imposing the same photograph in shifting patterns. Tricksy.

Charles Graves's account of London's clubland makes good leisurely reading for Christmas time, as well as providing a good deal of out-of-the-way information. Illustrations are mainly from Geoffrey Fletcher's series of London Clubs, drawn specially for *The Sphere*.

Finally in this section are John Speed's maps of Elizabethan England. Already a favourite with many people, when framed and hung on the wall, these accurate reproductions of Speed's fascinating maps can be obtained singly or in volume form.

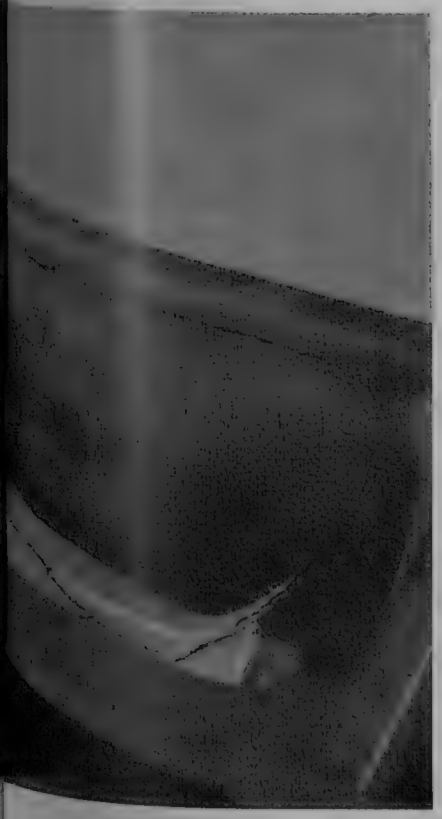
Right: The Queen, then Princess Elizabeth, with her son, Prince Charles, at Clarence House in 1950. This captivating photograph was taken by Cecil Beaton and is taken from his *Royal Portraits*, published by Weidenfeld and Nicolson at 75s. There are some 100 photographs, introduced by Peter Quennell

Centre right: The sarcophagus and first gilt wooden coffin in the tomb of Tutankhamen, one of the illustrations to *Tutankhamen* by Christiane Desroches-Noblecourt, with photographs by F. L. Kennet, published by Michael Joseph at £3. It is an exhaustive work on this Egyptian king and his tomb

Far right: Walking dresses—a fashion plate from 1855—forms one of the illustrations from *Costume* by James Laver, from Cassell, 30s

Left: Part of a painting by Mather Brown of Lord Howe, sword in hand, on the quarterdeck of the *Queen Charlotte* at the Glorious First of June, 1794. It forms the cover for Oliver Warner's superbly illustrated and produced *Great Sea Battles*, published by Weidenfeld & Nicolson at 6 gns. In panoramic fashion it ranges from Lepanto to Leyte Gulf and contains extremely clear diagrams of ship movements in the battles

Below: A youth, one of the supporting figures of the cast bronze font, dating from about 1230, at Hildesheim Cathedral. The bronze font is illustrated in *Gothic Sculpture* by Hans Weigert, edited by Harold Busch and Bernd Lohse, and published by Batsford at 3 gns. A mass of black and white photographs, with erudite comments, this volume covers much that is little known as well as the familiar



Newnes Encyclopaedia of Angling compiled and edited by A. Norman Marston: Newnes. 50s.
Starting this section on sports beloved of the English, indulged in when the weather permits and mulled over continually when it does not, is a handsome volume for the angler. In one volume it covers every aspect of angling, and is as comprehensive and detailed as anyone would wish.

The West Indies at Lord's by Alan Ross: Eyre and Spottiswoode. 15s.
Summer Spectacular—*The West Indies v. England, 1963* by J. S. Barker: Collins. 15s.
Frank Worrell by Ernest Eytle, with a running commentary by Worrell himself: Hodder. 18s.
No cricket lover is likely to forget the West Indies tour last summer. Aided by their vociferous supporters, who shook the English out of somnolent spectatorship, the West Indians, led by one of the shrewdest captains of all time, Frank Worrell, gave the game in England a much-needed shot in the arm. Alan Ross's short book, written in his best decorated style, captures the atmosphere and high drama of the Lord's Test, with its centrepiece of Dexter's first innings of 70—even Lord's has rarely seen such a piece of batting. J. S. Barker covers the whole series of Tests so handsomely won by the visitors. His book has a foreword by Richie Benaud, and like Alan Ross's is well complemented by a sheaf of photographs. Captaining the West Indies, at the end of a splendid career, Frank Worrell probably did more than any one cricketer to make the tour the success it was. His career is told by the distinguished Caribbean broadcaster, Ernest Eytle, and the book is given added worth by the pithy remarks of Worrell himself.

The White Stallions of Vienna by Colonel Alois Podhajsky: Harrap. 70s.
The Equestrian World by Keith Money: Harrap. 42s.
The Horse Lovers' Treasury edited by Genevieve Murphy: Souvenir Press. 30s.
The Horseman's Dictionary by Lida Fleitmann Bloodgood and Piero Santini: Pelham Books. 25s.
Riding Annual 1964 edited by Phyllis Hinton: Country Life. 18s.
Horse-riding, particularly show jumping, has never been so popular as now. As usual at this time of year there is a clutch of books, covering all aspects. Most lavish is the splendid volume, full of illustrations in colour and black and white, about the Lipizzaner stallions of the Spanish Riding School in the baroque riding hall in Vienna. Keith Money, with sketches and photographs, covers such diverse occasions as the Rome Olympics and Badminton. *The Horse Lovers' Treasury* is a collection of horse lore, both fact and fiction, full of good reading. *The Horseman's Dictionary* is precisely what it says it is and is comprehensive. And finally, *Riding Annual* is up to the standard of its predecessors.

CHILDREN OR SHAKESPEAREANS

314 Here is a brief selection of books which would make good presents for children this Christmas. The list starts with those more suitable for young children and works its way up, and attempts to be a cross-section of the kinds of books available.

Snow by Roy McKie and P. D. Eastman: Collins and Harvill Press. 8s 6d. This is one of the publishers' series of Beginner Books. Needs only a 150-word vocabulary and consists of little verses and bright pictures. Two others in the series just published are two stories *A Fish out of Water* and *Little Black, A Pony*.

Sally and her Puppy, stories retold by Jane Carruth, with pictures by Jean Sidobre: Odhams. 6s 6d. Simply told narratives with many pictures. Two other new ones in the series from this publisher are *Sally on Holiday* and *Sally on the Farm*.

The Puffin Book of Nursery Rhymes collected by Iona and Peter Opie: Penguin. 4s 6d. Familiar jingles and traditional rhymes known only in some localities. For young and old. Illustrations by Pauline Baynes.

Prisoners of the Sun—*The Adventures of Tintin* by Herge: Methuen. 8s 6d. Latest in this popular series. Jolly, strange story done in a colourful cartoon style.

The Paper-Flower Tree: *A Tale from Thailand* by Jacqueline Ayer: Collins. 12s 6d. Simple illustrations by the author: nice sense of a foreign land.

Achilles and Diana by H. E. Bates and Carol Barker: Dobson. 15s. Sequel to *Achilles the Donkey*: likely to repeat its success.

Royal Adventurers by R. J. Unstead: Odhams. 12s 6d. Stories for children from 9-14 about rulers of countries as diverse as ancient Egypt and Prussia.

The Fairy who Couldn't Tell a Lie by Naomi Mitchison: Collins. 13s 6d. A cunning brew of fairies, dragons, magic and children.

Norwegian Folk Tales: Allen and Unwin. 35s. A lavish new volume of translations of favourite folk stories from Norway with suitable illustrations.

Battle against the Sea by Patricia Lauber: Challenge Books. 9s 6d. Another in this graphic new series for older children describing the life of people in other lands. This one deals with the labours of the Dutch in reclaiming land from the sea. Other new titles in the series are *Jungle Oil* about oil development in Venezuela: *Desert Caravans* about life in the Sahara: and *People of the Many Islands* about the Polynesians.

Airmen on the Run by Laurence Meynell: Odhams. 12s 6d. True stories of evasion and escape by British airmen in the last war, suitable for older children.

Behold the Land by F. H. Hilliard: George Philip and Son. 15s. A combination of photographs, drawings, maps and text to give a picture of the lands and people of the Bible.

The Peacock House by Gillian Avery: Collins. 13s 6d. Illustrations by John Verney. Charming children's story set at the turn of the last century.

William Shakespeare by A. L. Rowse: Macmillan. 45s.
Shakespeare: The Poet and His Background by Peter Quennell: Weidenfeld and Nicolson. 36s.

A great deal of not so innocent amusement can be gained from the spectacle of literary controversy; and Shakespeare studies have been the field for some particularly wild sallies. Dr Rowse, who made his considerable reputation as an Oxford historian of the Elizabethan era and who has always been a scholar of certain opinion, has now produced a biography of Shakespeare. He claims that the use of proper historical method has enabled him "to solve, for the first time, and definitively, the problem of the Sonnets, which has teased so many generations and led so many people into a morass of conjecture." And, he adds, various other problems as well. This coat-trailing has naturally produced a vehement protest from literary critics, whom Dr Rowse professes to hold in no high regard.

Briefly, his theory on the Sonnets, probably the most personal of Shakespeare's writings and therefore the key to his little-documented life, is that they were addressed to the Earl of Southampton, a prepossessing young Lord and his early patron. The puzzle of the publisher's dedication of the Sonnets to Mr W. H., 'the onlie begetter,' is answered by Dr Rowse, with a fanfare of triumph: W. H. is Sir William Harvey, third husband of Southampton's mother, who made the Sonnets available to the publisher, and not therefore the person to whom the Sonnets were written. This theory to literary historians is far from new, and has widespread acceptance. In fact, Peter Quennell, in his much more sober biography of Shakespeare, also plumps for it. Thus Dr Rowse's critics have a case in claiming that he is naif in professing to have solved the problem definitively. So far as I can judge, he has produced no more evidence one way or the other. As far as the Dark Lady, the other corner of the triangle in the Sonnets, Dr Rowse ducks the problem. Mr Quennell tentatively supports the theory that she was Lucy Negro, a well-known dark-hued courtesan.

Despite Dr Rowse's claims, we are no nearer certainty about this vital period of Shakespeare's life. And this could be said about the remainder of his life. Both he and Mr Quennell make as many bricks as possible from the scanty straw of documentation and recollection. But Shakespeare remains one of the most shadowy of historical figures. The impression remaining from both these studies is that the authors in endeavouring to paint a portrait of the dramatist and his life have somehow made him no more

G. F. Watts, the Victorian artist, photographed in London in 1901 by Edward Steichen. This is one of the remarkable pictures taken by the veteran American photographer and collected together in *Steichen: Life in Photography*, published by W. H. Allen at 5 gns. The 234 reproductions are in both colour and black and white and cover a huge range of subject matter. A notable feature is how much Steichen was influenced by fashions in painting, particularly early in

than one of a number of highly talented portraitists. Somewhere his fantastic genius and achievement have vanished. Dr Rowse has spoiled his somewhat pedestrian account of the man by his Elizabethan guidebook style, denying us a worthwhile account of the historical background of family politics and the texture of Elizabethan life; Peter Quennell for his part is ill-at-ease about the rise and fall of the Earl of Essex, Elizabeth's favourite, with whom Shakespeare was connected, and the possible effect the tragedy of hubris might have had on Shakespeare's concept of character.

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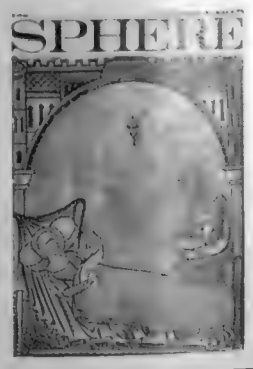

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GABOR DENES MAKES A SELECTION OF

CHRISTMAS PRESENTS FOR EXECUTIVES

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Presents, Gifts, Presents, Gifts, everywhere. Shops and shop windows are full of them at this time of the year. But the same shops, with the most attractive of displays are most likely to be packed to bursting with people in search of presents. Shopping for presents can be one of the most time-consuming activities, and it is to save time for the busy executive in search of the most suitable presents for his best friends, colleagues and clients that I have collected a few suggestions. They are by no means a comprehensive catalogue of what is available for Christmas in this year of prosperity and affluence, but rather in the way of ideas thrown out which will start readers thinking and might help them to arrive at the right gift for the right person.

Here is an idea if you want to give your friend a beautiful medal and at the same time help a good cause. The National Trust has decided recently to issue a silver medal for presentation to all new Benefactors, Honorary Members and Life Members, and the name of each recipient is to be engraved on the rim. The medal, the size of a Maria Theresa " thaler " has been struck by the Royal Mint to the design of Christopher Ironside, and bears the portrait of Queen Elizabeth the Queen Mother, who is President of the Trust. Life Membership of the National Trust costs £20.

To come to perhaps more functional things, watches are equally welcome by men or women. Hamilton Watches (the firm that produced the first electric watch) have a range of elegant models; examples are the " St. James " of solid 18 carat gold on a stippled gold finish bracelet at £147, or their Pan-europ auto-date in stainless steel or hard gold plated at £26 10s, and for a lady the model No. 676-1, in solid 9 carat gold with diamond cut finish gold bracelet at £46 10s. Avia Watches have over 100 models available. Of these the Avia Olympic models might be the most popular this year. Originally designed for sportsmen, the sturdy works are cleverly concealed in an extra-flat case. For both men and women, the Avia Olympic is priced very reasonably at £10 7s 6d gold plated and £9 17s 6d in chrome. Other Avia watches range in price up to £40.

From Watches of Switzerland, Bond Street, comes the magnificent 18 carat gold man's " International " automatic watch with date, on an 18 carat gold bracelet. This costs £357 10s and is presented in a pigskin case which may be used as a cigarette box. Also from Watches of Switzerland is the entirely novel Jaeger-le-Coultre Calibre 240 alarm clock, claimed to be the first alarm clock in the world that can distinguish between a.m. and p.m., having an alarm setting on the 24-hour system. One winding works the movement and the alarm for eight days. Finished in Black Japan with gilt bezel or in a gilt case it costs the reasonable amount of £12.

Asprey of New Bond Street have a wide range of suitable presents and their beautifully printed gift catalogue is full of fine suggestions. They also run a gift voucher scheme, to suit those who cannot decide on their present however desperately they have tried.

Lighters are always useful, one can never have too many of them. The new Ronson Varaflame Adonis, which is as slim as a cigarette, and is therefore specially suitable as a dress lighter, costs from £4 9s 6d to £4 15s according to its finish. " Flaminaire " make unusually elegant lighters in many finishes, ranging from £2 7s 6d to 10 gns and more. Colibri have a range especially designed for women as well as many other models, including table ones. There is also the " St. James Crystal Trio," a hand-cut table lighter with matching ashtray and cigarette tub costing 12 gns.

Most Dupont lighters are in the luxury class and therefore make much valued presents. The various models range from 7 to 23 gns. " Rowenta " Electronic is an entirely new conception of a table lighter, *Continued overleaf*

1 Onyx, diamond and 9 ct. white gold cuff-links, buttons and studs from Garrard—£162

2 Coffee set, in a black stoneware called *Black Basalt*, designed by Robert Minkin for Josiah Wedgwood. Coffee pot, 77s 6d. Sugar box, 29s 6d. Cream jug, 25s 6d

3 Dressing case in baby crocodile and antelope skin designed and made by Gerald Beeney, made to order at approximately £450

4 Electric toothbrush set for four persons from Ronson at 6 gns

5 Ashtray, cigarette dispenser and table lighter in English crystal, available from Colibri stockists—12 gns

6 Gas lighter, the *Varaflame Adonis*, from Ronson. As illustrated, £4 9s 6d. Covered in Buffalo hide, £4 12s 6d

7 Parker 61 Trio set, including pen, pencil and jotter, in 18 carat gold, at £119 14s

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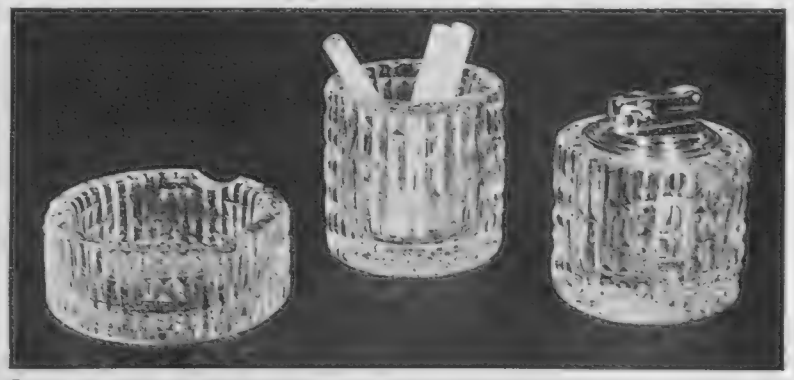

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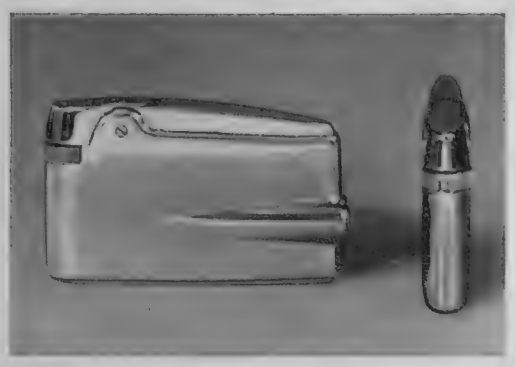

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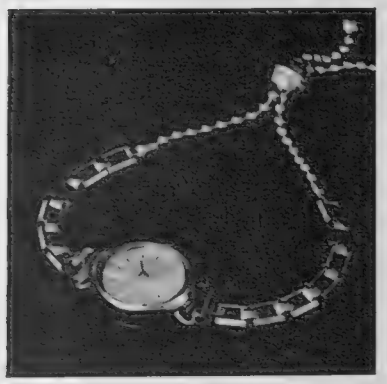
CHRISTMAS PRESENTS FOR EXECUTIVES *continued from page 315*



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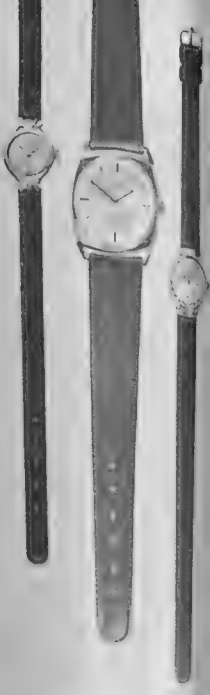

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it has an electric ignition system, similar to that of the sparking plug in a motor car engine. The small battery produces 50,000 lights and this novel gadget costs from 10 gns according to finish.

A most impressive and individual present would be something specially designed and hand-made by the great gold and silversmith designer Gerald Benney, such as a textured silver-gilt cigarette box at about £45, or a dressing case in baby crocodile which can be made to order fully equipped for about £450. Garrard and Co., the Crown jewellers have many interesting gift suggestions, from cuff-links costing between £16 10s and £72, to candelabra, seven inches high at £110 in sterling silver or £30 in Regent Plate. Any secretary would be pleased to receive some of the Majorica simulated pearls obtainable from most leading stores and jewellers; they retail from about 5 gns per single row. Parker pens, pencils and jotter ballpoints present a great range of useful gifts at an extensive price range. A distinguished set of these sold together is the Parker 61 18 carat gold pen, pencil and jotter trio set which costs £119 14s. Alternatively, the price range of Life-Long propelling pencils is from 17s 3d to £10 1s 3d.

A beautiful tea set for the executive's private office by Wedgwood such as the "Boleyn" in fine bone china costs £12 9s 9d, and I very much like the new black and white Jasper ware ornaments made by the same firm in the shape of posy pots, bud vases, candy boxes and candlesticks ranging from 19s 9d to 49s 6d in price. I also liked a Scandinavian glass rose bowl for the one perfect bloom I saw at Harrods for 47s 6d. At Fortnum and Mason's I have seen some delightful decanters, most of them in cut glass costing from 6 gns to 14 gns. The beautiful Royal Pewter Grecian Urn costs 8 gns full of 12-year-old Scotch whisky.

Scent, especially if the lady's taste is known, can give much pleasure. Worth Perfumes of 62 Grosvenor Street have a very wide range of the famous "Je Reviens" perfume, and they also have various atomisers and presentation coffrets. Other enchanting names of scents sold by this firm are "Vers toi," "Dans la nuit" and finally "Imprudence." Who could resist that? Floris of Jermyn Street have a special Christmas gifts leaflet full of fine ideas, including a Christmas coffret consisting of a gold casket which contains bath essence, toilet water, perfume, powder and skin cream all in a matching scent of Ormonde or Stephanotis, at £5 15s 6d. Or there is the ingenious gadget to sweeten the air in the home with scent which sells at only 17s 9d. The French Perfumery Co. Ltd. market a handsome de luxe spray by Givenchy which retails at 75s and the refills cost 52s 6d each, and another one by Balenciaga at 55s and 36s respectively.

This is the right moment to think of cameras as presents, for I am told by my old friend H. Newcombe of Lewis Newcombe of Old Bond Street that "this year has more or less resolved the trends and changes in the world of photography that have been taking place ever since the war." Apparatus is available which would have been beyond one's wildest hopes only a few years ago. It is now possible to produce a full natural colour print within 50 seconds of pressing the button with the new "Polaroid 100" camera which automatically sets the correct exposure according to the light available. The cost is £114 12s 6d.

Movie cameras for 8 mm. film have all the professional refinements including infinitely variable focusing with "zoom" lenses. Some of the best such cameras are the Swiss "Bolex" at £97 13s, the British Bell and Howell at £99 19s and the Japanese "Canon" at £66 18s 6d. In the still 35 mm. field the Japanese are also capturing the market, the most popular in this range being the "Asahi

BOOKS FOR THE GOURMET

I have selected half a dozen volumes among the large number of gastronomic books published recently. Some of them are more technical than the others, but they are all well produced.

Great Dishes of the World by Robert Carrier: Nelson. 85s, is a most impressive and lavish production. It has been developed from the author's series under the same title that has appeared in the colour magazine of the *Sunday Times*. The material has been expanded by the addition of some introductory chapters, giving sound and simple information on ingredients, cooking terms, equipment and basic cookery methods and more recipes.

Many of the large prestige books on cooking frighten some of their readers by the sheer quantity of their material, and the vast number of recipes closely printed over many hundreds of pages. This is not the case here. Although the volume is large in appearance, it only contains 280 pages, and the contents are more remarkable for quality than quantity. Mr Carrier has been wisely selective in his choice of recipes, and has not allowed his obvious enthusiasm of a good cook and a good eater to run away with him. He has also succeeded in avoiding the trap into which so many cookery writers are apt to fall by keeping to the fairly simple dishes within amateur capabilities.

The greatest attraction of the work lies in the superb illustrations, especially the full page colour photographs which are unique in their overall high standard of reproduction. The best cook is the one who enjoys good food, and therefore one can safely assume that these mouth-watering pictures of appetising dishes will act as a tremendous inducement to the reader to go ahead and get to work on Mr Carrier's recipes in the kitchen.

The Wines of Portugal by H. Warner Allen: G. Rainbird in association with Michael Joseph. 63s. Most of us know something about Port and Madeira, the two great classics, and more recently about white and pink light "prickly" wines, called vinho verde. But as Mr Warner Allen points out, there is much more to the wines of Portugal, a country which for its size produces a greater variety of wine than any other. To its natural resources has been added a great deal of scientific know-how and in recent years a greater determination to enter the trade of the outside world with more and more wines.

The historic glory of vintage port or of immortal Madeira, each in their own right, would make fascinating subjects for separate books. In this book we get all the rest thrown in, and the sum total makes much more than a complete reference book of Portuguese wines, which it certainly is. It is also a most enjoyable and literary treatise as one might expect from its author's invariably lively and readable pen.

It is a very handsome looking book to boot, with 24 colour photographs by that great technician of this form of illustration, Percy Hennell. His pictures, for that is what they are, of the vineyards and the work carried out in them are evocative and full of local colour and atmosphere.

The Complete Imbiber 6, edited by Cyril Ray: Vista Books. 25s, is described as "an entertainment" and that is just what it is. It is also remarkable value for the money, I am sure that a book of such lavish design, presentation and quality of illustration and printing could not be offered for less than twice the price of

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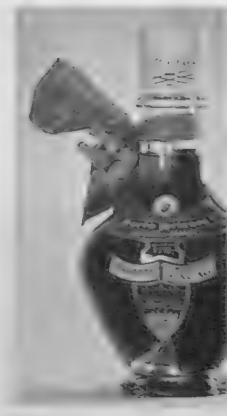

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1 Ladies' wrist watch and zip bracelet, by Timex. Watch and bracelet retail at £5 15s
2 Man's automatic "International" wrist watch: Watches of Switzerland. £357 10s
3 Alarm clock and case from Jaeger-le-Coultre, at £12
4 Wrist watches from Avia. From left to right, £13 18s 6d; £10 18s 6d; £18 5s
5 Man's wrist watch and strap, the *St. James*, from Hamilton Watches at £147
6 Highland Queen Scotch Whisky
7 Gin from Booth's at 39s 9d a bottle, or a gift case of 12 at £23 17s
8 Cognac: Hennessy in a Christmas box
9 Decanter of Bell's Scotch Whisky 67s 6d
10 Cigarettes, Player's *Virginia No. 3*, 24s 7d for 100
11 White Rum from Imperial Diamond
12 Anisette liqueur from Marie Brizard

Pentax" with f/2 lens at £72 10s, and f/1·8 lens at £99 19s 9d.

The latest camera for the pocket is the Olympic Pen EE; this takes half frame 35 mm. pictures and incorporates an electric exposure meter. It needs no focusing, holds 72 exposures at one loading, and costs £24 3s.

There is always great attraction in something that is novel. The Ronson Electric Toothbrush makes a good present for a whole family, for it looks good and is fast and efficient with its 11,200 strokes a minute. In its case, with a separate place for each individual detachable brush-head it costs 6 gns. Another amusing and useful novelty is the "Corkette" made by the well-known household firm of Spong and Co. Working on the principle of a bicycle pump it draws corks out of wine bottles. Pierce the cork with the needle, and then pump away until the cork begins to lift, and slowly leaves the bottle; simple, but efficient. I have tried it (21s).

I have not touched on articles of clothing and accessories so far, but these offer endless possibilities for sensible or more frivolous gifts. Firms such as Moss Bros., Horne, Austin Reed, and Aquascutum have special illustrated Christmas gift booklets full of the most desirable suggestions. In case of complete indecision as to what to choose, they all operate gift vouchers to solve the problem. Another useful source for choosing gifts is W. H. Smith, whose Christmas list includes a tremendous variety of goods from records, and of course books, to portable typewriters, pens and briefcases, and even pruning shears! Other suggestions for gifts include binoculars and the wide range of electric shavers.

At the risk of giving the impression that I have an axe to grind I am making another suggestion for a present which cannot fail to give pleasure to the hardest bitten executive: a year's subscription to *The Sphere*. Details are on page 314.

Christmas hampers are a recognised form of offering delicacies at Christmas. They can be hampers in a literary sense or figuratively speaking, merely meaning an assortment of many good things. The size and value of hampers allow for infinite variations, and, of course, the contents can be solid or liquid, or both. A rich and traditional Christmas hamper in every sense I chose from the wide selection offered by Fortnum and Mason is this firm's No. 1 Hamper, price £25. Apart from a bottle of Champagne this contains predominantly edible delights including Christmas pudding, Foie Gras, *Continued overleaf*

this charming volume, were it not for the benevolent sponsorship of Harveys of Bristol.

Having enjoyed some of the preceding five, I am impressed by the editor's amazing skill in excelling himself even more in this sixth edition. It makes me wonder if any further progress from here is at all possible. Some of the pieces of prose included are from the pens of great writers, others of relative newcomers, but they are all of an outstanding standard.

Informative articles in wine-lore, gay and nostalgic experiences by great names in literature, verses and short stories and even a very down-to-earth article on what wines to buy this year ring the innumerable changes interspersed with delightful verses and charming illustrations.

The Gourmet's Companion, edited by Cyril Ray: Eyre and Spottiswoode. 30s. This fat and well-presented anthology extending to over 500 pages is collected with great love and application by the same editor. In his introduction he assures the reader—to the pleasant surprise of this one—that he has by no means exhausted all the possibilities. There are so many gems and treasures to be found in our literature connected with the gourmet's delights, that he was able to pick and choose, and please his own taste in his selection. He managed to avoid all fragments and "snippets," every item in the collection is worth reading as a complete entity, even if it will make one want to see more of where it came from. Because there is such wealth available, Mr Ray was able to restrict his choice to near-contemporary works, making the collection all the more readable.

The "Stories" include, among others, one each by John Galsworthy, Damon Runyon, Arnold Bennett and Margery Allingham. Among "Some Cooks and a Vigneron" we find André Simon, Norman Douglas, Duff Cooper and P. Morton Shand writing about great practitioners such as Vatel, Carème, Escoffier, and Soyer. Finally "The Poetry of the Table" makes a largely light and frothy complement to the rest.

Mastering the Art of French Cooking by Simone Beck, Louisette Bertholle and Julia Child: Cassell. 50s. The three authors between them are half French and half American. (One French, one American and one half-and-half.) This combination makes them almost the ideal people to produce such a book, an interpretation of the best traditional French cooking for serious Anglo-Saxon amateurs. On top of it, the three ladies run a successful establishment in Paris, L'Ecole des Trois Gourmandes, having gained their own experience with various distinguished French Chefs.

As might be expected, such qualifications result in a fine work of instruction striking a happy balance between complication and over-simplification, being extremely practical and at the same time sacrificing only the least possible amount of tradition and finesse. This is the ideal stand-by handbook for the shelves of the serious amateur cook.

Fare Exchange by Dorothy Allen-Gray: Faber and Faber. 70s. is a collection of recipes of all nations collected by its Canadian author among the various immigrant groups. This brings its inherent advantages and disadvantages, and what the dishes might lack in original, true national flavour, is made up for by their greater practicability by adaptation. An interesting and colourful collection of a vast number of out-of-the-ordinary recipes.

CHRISTMAS PRESENTS FOR EXECUTIVES *continued from page 317*

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1 Alsatian wines from Jean Preiss-Zimmer
2 Champagne from Perrier-Jouët in Christmas boxes
3 *Gold Label* from John Haig and Co. Ltd.
4 *Long John* Scotch
5 A hamper from Fortnum and Mason costing £25
6 Champagne in a Christmas pack, includes small bottles of *Lanson Black Label, Lanson Rich,* and *Lanson Rose.*
7 *Vat 69* whisky from the House of Sanderson

7

Glacé fruits, raspberries in brandy, altogether 25 items. Harrods call their assortments Christmas Gift Boxes. They range from 2 to 20 gns in price. The food and drink departments of both these stores are excellent hunting grounds for rare and exquisite delicacies.

Although some firms offer special Christmas packings, in the field of drink, the variety is so great that it is only possible to pick out a few suggestions at random. Christmas packing or not, it would be difficult to put a foot wrong if one chose such presents as Moët and Chandon's Dom Perignon Champagne, or the exquisite decanter of the 75-year-old liqueur cognac, Hennessy " Extra," which can be bought in an attractive presentation casket at only some of the leading shops; for instance, Harrods in London or Rackhams in Birmingham, at the price of £19 14s. In case of difficulty in obtaining it, or if a less expensive present is needed, there is the Hennessy V.S.O.P. in a barrel-shaped container at £3 5s, or Martell Medallion V.S.O.P. packed in a casket representing a French Château with two brandy glasses and costing £3 10s. Another brandy name to remember is Remy Martin.

For those friends who prefer whisky to brandy, the choice is almost inexhaustible. To mention only a few, there is the famous Vat 69 in its unusual-shaped bottle, Highland Queen in a special gift pack, Haig's Gold Label, or Long John de Luxe. In case of doubt, there is the bell-shaped Christmas decanter of Bell's Whisky. For the lover of Dry Martinis the ideal present might be some Booth's " High and Dry " gin either by the bottle (39s 6d) or the case (£23 17s). A very " with it " drink to offer as a present is Imperial Diamond White Rum from British Guiana (40s 6d) which makes an excellent base for Daiquiri and other West Indian cocktails.

Liqueurs are almost universally suitable gifts, for even if your friend does not drink it at all, he will find it useful for his guests and for cooking. Marie Brizard have the equivalent of half a bottle of their Apricot brandy in an amusing porcelain replica of a Morris Column (45s), and they also offer a four-in-one decanter of Apry, Crème de Menthe, Anisette and Crème de Cacao, £4. Cusenier are packing four miniatures in a box shaped like a " little house " and the price is the same as the four miniatures, i.e. 19s 4d. Then there is Drambuie in various size bottles and the liqueur chocolates made with it.

Most wine merchants have special Christmas packs to offer. Hatch Mansfield have a list of six gift parcels ranging from 2 gns to £10; these show a small saving in the price compared to the total of the various items, if bought singly. Hedges and Butler have an even wider choice between the single bottle of Tawny port at £1 and the " Executive " assortment at £10 15s. The latter contains a bottle each of a choice Oloroso, a rare old Tawny, a special Scotch Whisky, a fine old Cognac, a 1955 Chambertin and a rare 1958 Hock. They also undertake to deliver presents of various drinks in France, Belgium, Italy, Germany, Switzerland and Eire.

One of my photographs shows a group of four estate-bottled 1961 Alsatian wines from Preiss-Zimmer of Riquewihr which I can recommend from having tasted them: Traminer 19s 6d, Sylvaner 16s, Riesling 18s 6d, and Gewuerztraminer at 21s 6d. They are shipped by Davis Hammond and Barton and can be found in many good wine merchants.

I have come across two special packs for this Christmas of Champagne. Lanson are selling three-quarter bottles in an attractive presentation pack, they contain Black Label Rich and Rosé; the pack sells at 28s 6d. Perrier-Jouët have two kinds of gift boxes, one for a single bottle and the other for three whole bottles of either 1955 Vintage Extra Dry at 33s 6d, or Finest Extra Dry Non-Vintage at 28s a bottle. A sparkling, but less expensive, present would be Deinhard Cabinet Sekt at 20s 6d a bottle sold in a special coloured carton for Christmas.

Port and sherry are fine presents. Dow's Boardroom Port is a rich Tawny at 22s 6d, but some people may like to try the same shipper's Dry White Aperitif (19s). Of vintage ports the 1960's are now in bottle, and it is a wonderful gesture to give a pipe of this or less, to remember a memorable year. (A pipe makes approximately 56 dozen bottles). Warre's are quoting £480 for this quantity duty paid, but the price for an Octavo, which makes about 7 dozen bottles is only £60.

A unique opportunity is offered by Harveys of Bristol this Christmas to their customers: a whole hogshead (54 gallons) of 1962 Château Latour. There is only one cask available and the price is £500 duty paid. This price includes free storage at the Château until the wine is bottled in 1964, and all bottling and delivery charges. If wanted, Harveys are willing to store the bottles at the Château until they are ready to drink in 10 or 15 years' time. Harveys are also offering a variety of Christmas cases of wines, spirits and cigars varying in value from £2 to £14.

Cigars and cigarettes, although showing no great originality, are always welcome. If the recipient's preference is not known, choose one of the superior brands in a special gift pack which all manufacturers are making during the Christmas season. A box of 100 or even 50 cigarettes, such as Senior Service, Players, or one of the tipped brands makes a pleasant small gift, or a more expensive brand such as Perfectos Finos (35s 4d per 100), or Perfectos No. 2 (28s 10d per 100).

Cigars can be chosen in many qualities and at almost any price from the finest Havanas which may cost as much as £8 to £10 for 25 downwards, but it must be remembered that cigars made by Wills from high quality imported leaf are excellent value.

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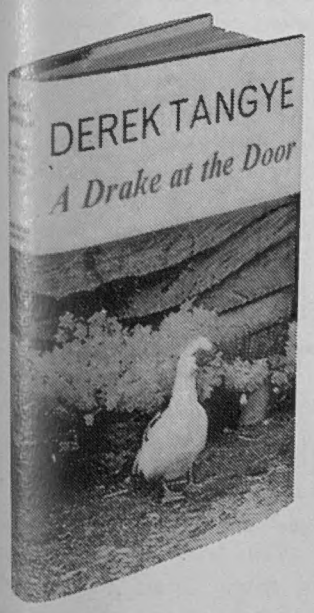

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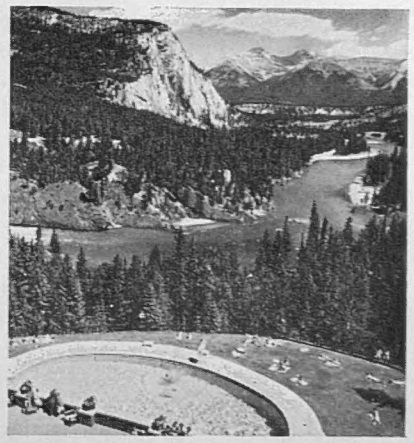

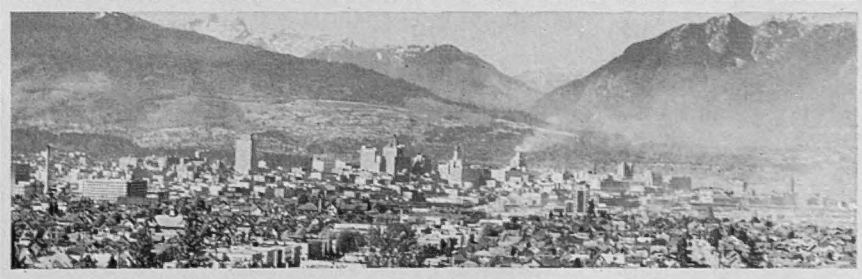

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PRESENTS FOR THE MOTORIST

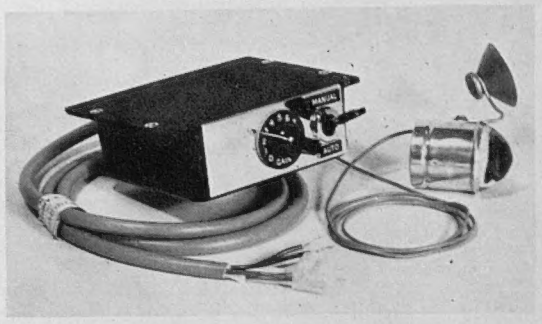
320 Although Christmas is only a month away, it is unlikely that many motorists will have been clever enough to have completed their gift purchases and a large number may be glad of suggestions. Motoring offers a good deal of scope for original present-buying for car-owners, who are notoriously gadget-minded. There is a wide choice of accessories designed to make motoring safer and more comfortable; yes and more exciting, too. They cost anything from a few shillings and range from ignition key fobs to concrete garages; from engine conversions to litter bags. A visit to your local garage, store or accessory shop will give you plenty of ideas.

One obvious idea as winter envelops us, is a fog lamp. There are many different kinds on the market made by well-known firms like Lucas, Marchal, Philips, Raydyot, Wingard and Desmo. They include pencil beams and lamps giving the diffused spread of light favoured by many motorists and can be had from a couple of pounds upwards.

There are many motorists who pay lip-service to the value of safety belts but who just won't seem to get round to investing in a pair. Here is a chance to give something which will be really appreciated. Simple diagonal belts can be bought for 4 gns each and the combined diagonal shoulder strap and lap belt—which I personally favour—costs little more. In the case of the Britax product the price is £4 14s 6d. Britax make an automatic diagonal belt for £5 15s 6d. This gives the wearer complete freedom of movement except in a crash, when it locks tight on impact. These automatic belts are now available in seven different colours at no extra charge.

The Brooks automatic belt with an inertia reel to give freedom of movement costs £6 19s 6d, and there is an Irvin product for £6 10s. The webbing " pays out " from a spool when the wearer leans forward or sideways. For children there is the admirable Jeenay safety seat at £6 18s 6d. Headrests are a luxury and are useful even for motorists who don't go rallying. Typically good value are the Conway (from 52s 6d), Key-Leather (39s 6d) and Restall (59s 6d).

If you know someone who is ordering a new car, why not offer to pay the little extra sometimes needed for leather upholstery? In the case of a Morris 1100, for instance, the cost is only £13 15s. Weathershields' automatic Sunway Electra (operated electrically by push-button control) offers open-air motoring for between £35 to £70 according to model. A motorist whose battery is beginning to give trouble and who is putting off the evil day when he needs to buy a replacement would be grateful for the rest of his life if you bought him, say, one of the new Oldham Red Top batteries. These give more starting power in cold weather because there are no external links between the cells. They cost no more than the ordinary type of battery and you can get a 12-volt, 9-plate model for £10 18s. Another good battery idea is the Exide Auto-fil which you can top-up in 30 seconds in a " one shot " operation instead of having to unscrew all those little corks.



Above: One of the boot luggage racks made by Ferm Accessories, which range in price from £3 19s 0d to £5 19s. **Above right:** The Safelok, a safety belt made by Irvin Chute Ltd., can be neatly stowed away when not in use. The cost of it is £6 10s, but fitting it in the car is an extra. **Top:** A device for automatically dipping headlights when another car approaches, made by Photocontrols Ltd., at £8 1[illegible]s

The latest battery filler, by the way, is offered by Crompton Parkinson. It holds $1\frac{1}{4}$ pints of distilled water in a polythene bottle with a special spout which does not damage the separators. An attractive novelty is the device (£8 15s), offered by Photo-controls Ltd., for automatic dipping of head-lights when a car is approaching at night. It uses a photo-electric cell. Lucas offer a similar device which switches on the parking lights at dusk and turns them off again when daylight returns. This costs £4 17s 6d complete with lamp or £3 16s 6d without.

And here is another idea: Holt Products, Ltd., have on sale two special Christmas gift packs containing an assortment of some of their well-known products including things like de-icer fluid, anti-mist cream and upholstery cleaners. There is a gift box for 18s 11d, and a Christmas stocking for 10s 11d.

Most motorists need a roof-rack or a grid for extra luggage some time or other during the year and either of these would make a very acceptable gift. The makers of Portaracks have just added a Mini-rack to their range at £3 9s 6d. For larger cars their £6 19s 6d standard model would be better. A company specialising in boot luggage racks for sports models and other cars is Ferm Accessories whose product is a neat installation with stove-enamelled steel tubes and attractive wooden slats, from £3 19s 6d to £5 19s 0d.

Crossing the Channel

The prospects of a Channel tunnel do not seem to have deterred the operators of our sea and air ferries from considerably enlarging their capacity next year. It could be argued, of course, that it will be many years before a tunnel could be in use. That is perfectly true, but the ferry operators should be given credit for being on the ball in catering enterprisingly for the bigger traffic offering promised next summer.

New to the scene will be Thoreson Car Ferries, a Norwegian-English-French consortium, who are building in Norway two " drive-through " ferry ships to operate between Southampton and Cherbourg. These vessels will cost £2·5 million and will each carry 180 cars. British Railways will have a new service between Newhaven and Dieppe. For this purpose they are using the *Falaise* which is being converted for drive-on, drive-off car ferry operation. Like the *Normannia*, which is being similarly converted, it is being withdrawn from the uneconomic Southampton-Le Havre run. The *Normannia* will supplement the *Maid of Kent* and the *Lord Warden* on the routes from Calais to Dover and Calais to Boulogne.

Mr Douglas Whybrow, a director of British United Air Ferries (formed by a merger of Silver City and Channel Air Bridge), prophesies a big increase in traffic next year on his car ferry services, particularly his " deep penetration " services to the Continent. One of these will be new: between Southend and Bremen. He is stepping up the frequencies on the routes to Basle, Geneva and Strasbourg, which will be served from Lydd as well as Southend next year. Mr Whybrow estimates the number of cars which will have been taken across the Channel and back on pleasure and business, by sea and air in 1963 at 310,000. Of these a quarter will have been carried by air, he says. Mr Whybrow's estimate for next year: 350,000.

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15 John Adam Street, London, W.C.2, and Printed in England by KELLIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1. SATURDAY, November 23, 1963. Second-Class postage paid at New York, New York.

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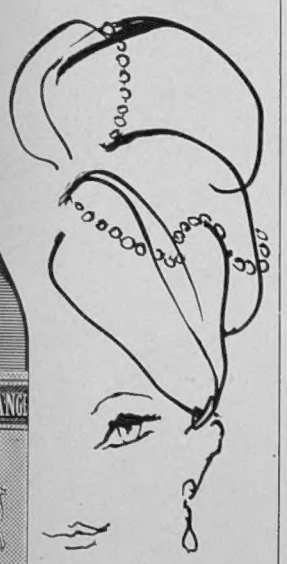

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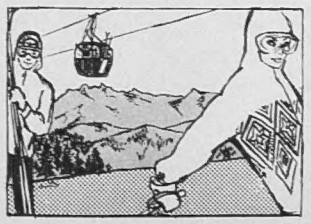

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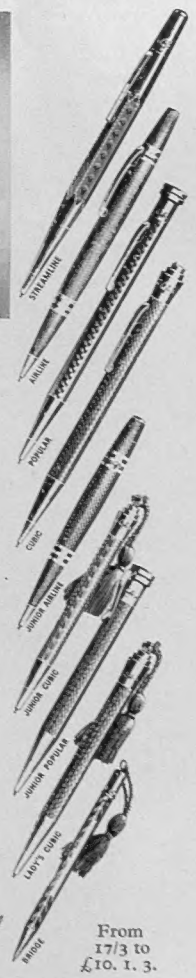

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